Appendix II B.

***Vide* Answer to Question No. 68.**

Statement showing the amount spent for maintenance of the M. S. road from 1094 to 1102.

Year.	Expenditure.
	Rs.
1094 ...	48,036
1095 ...	60,248
1096 ...	65,620
1097 ...	63,424
1098 ...	57,126
1099 ...	60,413
1100 ...	58,714
1101 ...	62,749
1102 (up to 15th Mithunam) ...	57,647

VOTING OF DEMANDS FOR GRANTS.

DEMAND 1—PUBLIC WORKS DEPARTMENT.

PRESIDENT: We will now proceed to the consideration of the Demands for Grants.

The Public Works Department will occupy five full hours. The mover as well as the official members will be allowed to speak for 10 minutes. If any other member takes part in the debate, he is allowed 5 minutes.

MR. A. VIPAN (*Chief Engineer*): Sir, I beg to move for a grant not exceeding Rs. 30·54 lakhs under Demand 1—Public Works Department.

Motion 1.

MR. M. SIVATANU PILLAI (*Tovala*): I beg to move the following motion:—

1. To reduce the allotment of Rs. 30,432 for establshment by Re. 1.

This is intended as a token motion just for the purpose of discussing the desirability of placing the irrigation branch of the Kodayar Project under a separate controlling agency. I do not mean by this motion, Sir, that there is necessity for a new special staff involving additional expenditure. What I want to draw the attention of Government to is that at present there are two Subdivisions in the Kodayar Project Division for the supervision and control of 'irrigation' as well as 'communications and construction of buildings.' Both the Subdivisions have to look after 'irrigation' as well as 'communications and construction of buildings.' I seek to make out my case on the following grounds.

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The Kodayar Project Division is a big Division quite distinct from other Divisions and peculiar to itself inasmuch as the department has more onerous duties to perform in that Division both in regard to irrigation and other works, namely, communications and construction of buildings. With the introduction of the Kodayar Project, the irrigation work in that Division has been expanding rapidly year by year owing to the opening of channels and branch channels. Moreover, according to the declared policy of the Government, several tanks, which in the opinion of the Government were not considered useful for irrigation purposes, were being regularly auctioned, and several of such tanks *have* disappeared and *are* disappearing gradually. I had occasion some time back to emphasise the fact that such an action on the part of the Government was not at all desirable. Sir, even after the Kodayar Project was accomplished, these tanks were serving as storage tanks so that the supervision of irrigation could be done leisurely by the officers concerned. It was possible to store water in these storage tanks so that the ryots could be given the water conveniently at any time. The irrigation officer was able to satisfy the ryots with the water stored in these tanks and thereby got some time to make suitable arrangements for irrigation in the Division as a whole. Now, many of these tanks have been put to auction and sold away ; and on account of the conversion of these tanks into paddy fields, the area that has to be irrigated has enormously increased. The number of irrigation channels has also increased. Now, Sir, since all these works, namely, irrigation, communications and construction of buildings, have been entrusted to one controlling agency, the actual working of the scheme has become very, very difficult. As is well-known, cultivation is two-fold in its nature in the southern taluks of Tovala, Agastisvaram, Kalkulam and Vilavankod. There is dry as well as wet cultivation. Both these depend more on proper irrigation than on anything else. Dry cultivation depends more on the timely watering of fields than even on manure. The same is the case with the wet cultivation which requires proper irrigation now and then, and sometimes even frequently. Therefore, what I want to bring out is that the supervision of the irrigation of all fields requires urgent and continued personal attention on the part of the irrigation officers concerned. Now that the officers in that Division have the charge of the supervision of communications and construction of buildings also, in addition to irrigation, it is not always found possible for them to give as much attention to irrigation as is desirable.

I will give an instance in which such difficulty arose. There was an occasion when there was complete drought and the water in the reservoir measured only 8 ft. The people from very distant parts had to run about 20 or 30 miles to hunt after the Subdivision Officer in order to get water in time without which the crop would have proved a failure and they would have been put to great loss. The poor ryots could not know where they could be sure of meeting the officer concerned, since he had multifarious duties of supervising communications and construction of buildings also. There would have been no such difficulty if irrigation alone had been entrusted to a single Subdivision Officer, of course, under the control of the Division Officer.

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[Mr. M. Sivatanu Pillai.]

So far about the difficulties of the ryots. The same difficulty occurs in regard to the officers also. They have to look after the maintenance and construction of roads and the construction of buildings in addition to irrigation. They find it very very difficult in practice to cope with three kinds of work. If they had only the irrigation work, they could easily get timely information as to the condition and usefulness of the several storage tanks and channels. This they find very difficult to do at present on account of their multifarious duties.

Let me mention another instance. That is also of recent occurrence. A special Section was established at Tovala to investigate the condition of the tanks in and around the side of Aramboly. As a matter of fact, I know that, in actual working, the Section Officer was not given sole charge of that work so that he could not get himself well-informed of the condition of the several tanks and channels. None of the officers could know the condition and usefulness of many of these storage tanks. The special Section that was established solely for this purpose was not at all of any service to the public in the matter. I now understand that it has been abolished although it was established at Aramboly only a year back.

There is also another evil on account of the present system of overlapping of duties on these Subdivision Officers in the K. I. P. Division. In 1099, they were not able to spend the whole of the allotment and there was a big surrender. I am sure that is going to be the case in the current year also. This is because the officers, on account of their multifarious duties, are not able to spend the allotted money on all the necessary works. The construction and maintenance of roads, the maintenance of tanks and channels, all these works suffer since the officers find it impossible to look to all of them at a time. Therefore, the supervision of irrigation and of buildings and communications, particularly in regard to the K. I. P. Division, should not be entrusted to one controlling agency. There should be one Subdivision Officer to look after irrigation alone in the whole Division and another for the other works. As I already stated, both may be under the direct control of the Executive Engineer.

Another inconvenience under the present arrangement that has actually been experienced several times is that, whenever there is urgent necessity to distribute water to the fields in different localities, one set of people from Tovala run to the Subdivision Officer at Nagercoil, while another set of people from Kulasekharam and other places run to the Subdivision Officer at Tuckalai. Naturally, both these sets of people may stand in urgent need of water. But neither of these two Subdivision Officers will be in a position to know the comparative urgency in the two different places. In actual experience, this difficulty has occurred several times. On the other hand, if one Subdivision Officer had been entrusted with the irrigation of the whole division and of no other work, he would certainly have been in a position to know the comparative requirements of the different places and to distribute water accordingly.

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Under these circumstances, it is highly desirable that one controlling agency is entrusted with the work of irrigation and distribution of water in the whole Division. With these words, I make the motion.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): നാഞ്ചിനാട്ടേയ്ക്കും ഇടനാട്ടേയ്ക്കും ഒരു സബ്ഡിവിഷൻ ആഫീസർ മതിയാകുമെന്നാണോ മിസ്റ്റർ ശിവതാണുപിള്ള പറയുന്നത്?

MR. M. SIVATANU PILLAI (*Tovala*): അതേ.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): മിസ്റ്റർ ശിവതാണുപിള്ളയുടെ അഭിപ്രായത്തോട് ഞാൻ യോജിക്കുന്നില്ല.

MR. C. P. TARAKAN (*Kunnatnad*): The motion has not been seconded.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): Sir, budget motions need not be seconded.

PRESIDENT: You may proceed, Mr. Kumara Pillai.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): കോതയാർ പ്രാജക്ട് ഡിവിഷനിൽ റോഡ് ബ്രാഞ്ചും ഇറിഗേഷൻ ബ്രാഞ്ചും രണ്ടു പ്രത്യേകഡിവിഷനാഫീസർമാരുടെ മേൽനോട്ടത്തിലാണു മുമ്പ് ഇരുന്നത്. അക്കാലത്തു ശ്രീമൂലം പ്രജാസഭകളിലും കൌൺസിലിലും ഇതിന്റെ അനൌചിത്യത്തെപ്പറ്റി പറഞ്ഞതിൽപിന്നീടാണു രണ്ടു വകുപ്പും ഒരു ഉദ്യോഗസ്ഥന്റെ കീഴിലാക്കാൻ ഇടയായതു. രണ്ടു എക്സിക്യൂട്ടീവ് എൻജിനീയർമാർ ഒരു സ്ഥലത്തുവരുമ്പോൾ റോഡ് ബ്രാഞ്ച് ചാർജ് വഹിക്കുന്ന ആൾ അതിനെ മാത്രം നോക്കിക്കൊണ്ടു പോകയും ഇറിഗേഷൻ ചാർജ് വഹിക്കുന്ന ഉദ്യോഗസ്ഥൻ അതിനെ സംബന്ധിച്ചുമാത്രം നോക്കിക്കൊണ്ടുപോകയും ചെയ്യുവന്നു. ഈ നയം ഗവർമ്മെൻറിലേക്കു കൂടുതൽ നഷ്ടവും ജനങ്ങൾക്ക് അസൌകര്യവും ആണെന്നു പറയാൻ ഇടയായതുകൊണ്ടാണു മേൽപറഞ്ഞ രണ്ടുജോലികളും ഒരുദ്യോഗസ്ഥന്റെ അധീനതയിൽ ആക്കീട്ടുള്ളതു്. മിസ്റ്റർ ശിവതാണുപിള്ള പറയുന്നതു് കോതയാർ പ്രാജക്ട് ഡിവിഷനിലേക്ക് ഒരു സബ്ഡിവിഷനാഫീസർ മതിയാകുമെന്നാണു്.

MR. M. SIVATANU PILLAI (*Tovala*): ഇറിഗേഷനെ സംബന്ധിച്ചുമാത്രം.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): ഇറിഗേഷനെ സംബന്ധിച്ചുമാത്രം ഒരു സബ്ഡിവിഷനാഫീസരാൽ ഭരണം നടത്തുന്നതു മനുഷ്യസാധ്യമായി ഞാൻ കരുതുന്നില്ല. മേടമാസത്തിലെ കൃഷിസമയത്താണു് എല്ലാ കൃഷിക്കാക്കും വെള്ളത്തിനു് ആവശ്യമുള്ളതു്. ആ കാലത്താണു സബ്ഡിവിഷൻ ആഫീസർ ധാരാളമായി ആ സ്ഥ

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[Mr. T. Kumara Pillai.]

ലങ്ങളിലേക്കു പോകേണ്ടതു്. ഒരേ സമയത്തു് ഒരു സബ്ഡിവിഷൻ ആഫീസർക്കു് നാഞ്ചിനാട്ടിലും ഇടനാട്ടിലും സഞ്ചരിച്ചു് പരിശോധനകൾ നടത്താനും ജോലിചെയ്യിക്കാനും സാധിക്കുന്നതല്ല.

MR. M. SIVATANU PILLAI (*Tovala*): സെക്ഷൻ ആഫീസർ പ്രത്യേകമായിട്ടു നിയമിച്ചാൽ ഇണമില്ലേ?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): സെക്ഷൻ ആഫീസരെ പ്രത്യേകമായി നിയമിക്കുന്നതുകൊണ്ടു് ആ ജോലി തൃപ്തികരമായി നടക്കുമെന്നു ഞാൻ വിചാരിക്കുന്നില്ല. കോതയാർ പ്രാജക്ടിലേക്കു് അനുവദിച്ചിട്ടുള്ള പണത്തിന്റെ ഒരു വലിയഭാഗം ഇന്നത്തെ സ്ഥിതിയിൽത്തന്നെ അവിടെയുള്ള വേലകൾക്കു ചിലവാക്കാൻ സാധിക്കാതെ തിരിയെ ഗവർണ്മെന്റിനു വിട്ടു കൊടുക്കാൻ ഇടയായിരിക്കുന്നു. കൊടുക്കുന്നപണത്തെ ശരിയായവിധം ചിലവാക്കാൻ ഇപ്പോഴുള്ള എക്സിക്യൂട്ടീവ് എൻജിനീയർക്കും സബ്ഡിവിഷൻ ആഫീസർമാർക്കും സാധിക്കാതിരിക്കുമ്പോൾ കോതയാർ പ്രാജക്ടു് ഡിവിഷനിൽ ഒരു സബ് ഡിവിഷൻ ആഫീസരെക്കൊണ്ടു് എങ്ങിനെ സാധിക്കുമെന്നറിയുന്നില്ല. ഇപ്പോൾ കെ. പി. ഡിവിഷനിലുള്ള ഉദ്യോഗസ്ഥന്മാരുടെ ഭരണത്തിൽ കൃഷിക്കാർക്കു പലവിധമായ സങ്കടങ്ങളും നഷ്ടങ്ങളും അനുഭവിക്കുന്നു. കൃഷിക്കാരുടെ ഈ ദുരിതങ്ങൾക്കുള്ള കാരണം ഇന്നത്തെ ഉദ്യോഗസ്ഥന്മാരുടെ ദോഷമല്ലാതെ ഡിവിഷന്റേയും സബ്ഡിവിഷന്റേയും രൂപീകരണത്തിലുള്ള ദോഷമല്ല.

MR. M. SIVATANU PILLAI (*Tovala*) : ഇറിഗേഷനും റോഡു ബ്രാഞ്ചും പ്രത്യേകം പ്രത്യേകം എൻജിനീയർമാരുടെ അധീനതയിൽ ഇരുന്നകാലത്തുദ്ധാരാളം നിലങ്ങൾതിരുത്താൻ സാധിച്ചിട്ടുണ്ടോ?

MR T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*) : ഉണ്ടു്. ഇപ്പോൾ അതിനേക്കാൾ സ്വല്പം കൂടുതൽ ഉണ്ടായിരിക്കും. കോതയാർ പ്രാജക്ടിൽ ഇനിയും ഏഴായിരത്തിൽ പരം ഏക്കർ പുതുനിലങ്ങൾ തിരുത്താനുണ്ടു്.

MR. M. SIVATANU PILLAI (*Tovala*) : ഫ ഠ ൻ-ലും ഫ ഫ ഠ ഫ-ലും ധാരാളം പണം ചിലവു ചെയ്യാതെ സറണ്ടർ ആയിപോയിട്ടുണ്ടെന്നറിയാമോ?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*) : അറിയാം. അതു് ഇപ്പോഴുള്ള ഡിവിഷന്റേയോ സബ് ഡിവിഷന്റേയോ രൂപീ

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കരണത്തിലുള്ള കുറവല്ല; ഡിവിഷനിലെ സിസ്റ്റത്തിന്റെ ദുഷ്യമല്ല. എക്സിക്യൂട്ടീവ് എൻജിനീയർ ആ പണം ശരിയായി ചിലവാക്കുന്നതിനു ശേഷിയില്ലാത്ത ഒരാളായിരുന്നതുകൊണ്ടാണ് അതിലെ ഒരുഭാഗം പണം തിരിയെ ഗവർമെൻറിലേക്ക് കൊടുക്കേണ്ടതായിട്ടുവന്നതു്. അതുകൊണ്ട് അങ്ങനെ ശേഷിയില്ലാത്ത ഉദ്യോഗസ്ഥനെ മറുവല്ല സ്ഥലത്തേയ്ക്കും സ്ഥലം മാറുകയോ അല്ലെങ്കിൽ സർവ്വീസിൽനിന്നും പിരിച്ചുവിടുകയോ ചെയ്യേണ്ടതാണു്. കൃഷിക്കാരുടെ ആവശ്യത്തിനുവേണ്ടി അനുവദിച്ചിട്ടുള്ള പണം അതിലേക്കായി ചിലവു ചെയ്യേണ്ടതു് ആ ഉദ്യോഗസ്ഥന്റെ കടമയാണു്. അതനുസരിച്ചു പ്രവൃത്തിക്കാത്ത ഉദ്യോഗസ്ഥനെ ഉടനെ ശിക്ഷിക്കണം. ഇതു് ഇപ്പോൾ നടപ്പിലിരിക്കുന്ന സിസ്റ്റത്തിന്റെ ദുഷ്യമല്ല. ആളിന്റെ ദുഷ്യമാണെന്നു കാണുമ്പോൾ അതിനെ തുറന്നുപറകയും വേറെ ആളിനെ ആക്കുന്നതിനു ഗവർമെൻറിനോടു അപേക്ഷിക്കയും ചെയ്യുകയാണു വേണ്ടതു്.

MR. M. SIVATANU PILLAI (*Tovala*): രണ്ടു പ്രദേശത്തുള്ളവർ ഒരേ സമയത്തു കൃഷിക്കു വെള്ളം വേണം എന്നു് ആവശ്യപ്പെടുന്നു. അതിൽ ആർക്കാണു് അത്യാവശ്യം എന്നറിഞ്ഞു ചെയ്യുന്നതിനു് ഒരാളുടെ ഭരണത്തിൽ ഇറിഗേഷൻ വകുപ്പു് ഇരിക്കുകയല്ലെ നല്ലതു്?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): ഒരു ഡിവിഷൻ ആഫീസരുടെ താഴെ സബ്ഡിവിഷൻ ആഫീസർമാർ ഉണ്ടു്. അവരുടെ ശുപാർശയനുസരിച്ചു മേൽ പരിശോധനകാം നടത്തി ആവശ്യാനുസരണം അവക്കു് ഉത്തരവു കൊടുക്കുന്നതിനു ഡിവിഷൻ ആഫീസർക്കു സാധിക്കും.

MR. M. SIVATANU PILLAI (*Tovala*): രണ്ടു ജോലിയും ഒരാളുടെ കൈവശം ഇരിക്കുന്നതുകൊണ്ടു് ഇറിഗേഷനിൽ വേണ്ടുംവണ്ണം പ്രയോജനപ്പെടുന്നില്ലെന്നു് അറിയാമോ?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): അതിനെസംബന്ധിച്ചു മുമ്പു പറഞ്ഞ സമാധാനംതന്നെ പറയേണ്ടിയിരിക്കുന്നു. അതു് ആളിന്റെ ദുഷ്യമെന്നല്ലാതെ സിസ്റ്റത്തിന്റെ ദോഷമല്ല. അതുകൊണ്ടു് അതിലേക്കു ശേഷിയുള്ള ഒരാളിനെ അവിടെ നിയമിച്ചുകിട്ടാൻ ആവശ്യപ്പെടുകയാണു വേണ്ടതു്.

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): Sir, I join with Mr. Kumara Pillai in opposing the motion. Till very recently, there was a separate agency for irrigation work alone in the K. I. P. Division. After the work had been completed, *ie.*, after the construction of canals and other works, it was found that there was not sufficient work

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[Mr. M. Subrahmanya Pillai.]

for a separate controlling agency for irrigation alone. Therefore the Division looking after communications and buildings was amalgamated with the Irrigation Division. Before the completion of the works, there was full work for a separate agency. At present, all the construction has been completed, and the department has only to continue the maintenance of the works already completed.

Then, again, that was a time when there were no motor cars or sufficient telephone lines. There are, at present, a number of telephone lines which make the work of the department very easy. We have also passed the bullock-cart age and any number of motor cars are easily available and they make it very easy for the officers to travel. I think that if we look into the files in the Huzur Office, the complaints regarding irrigation will be far greater in those days than at present. There are not so many complaints now. I am myself a cultivating ryot. I know, as a matter of fact, that the work carried on by the department is much better now. As I already stated their, work has been made very easy now. Therefore, there is no necessity for a separate controlling agency.

Secondly, I think, if a separate agency is constituted, it will lead to much higher expenditure. Under these circumstances, I think a separate controlling agency is not necessary so far as irrigation in South Travancore is concerned.

MR. K. K. THOMAS (*Kottayam*): May I know whether he considers an officer of the status of a Subdivision Officer enough for this purpose?

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): No, certainly not.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): Did he not say that there was not much work now except looking to repairs and maintenance alone?

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): Yes; that is the reason why the officers have been entrusted with buildings and communications also.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): May I know why a Subdivision Officer is inadequate for the purpose?

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): An offtcer of higher status is necessary so far as irrigation is concerned.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): What are the grounds, please?

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): It is an important work and I think an officer of higher status is necessary. It is my own opinion. That is all.

MR. A. K. PILLAI (*Karunagapalli*): Sir, I rise neither to support nor to oppose the Kodayar Project. (*Laughter*).

MR. M. SIVATANU PILLAI (*Tovala*): The Kodayar Project is in existence, Sir. There is, therefore, no use in opposing it.

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MR. A. K. PILLAI (*Karunagapalli*) : I mean the discussion on the Kodayar Project.

My idea is to present my own grievances under the establishment head. I think we need not confine ourselves to the object of the mover.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*) : If the Chief Engineer accepts the cut of Re. 1, is the matter open to further discussion ? (*Laughter*).

MR. A. K. PILLAI (*Karunagapalli*) : But then, we will be losing the opportunity of discussing other matters connected with the establishment. The motion of Mr. Sivatanu Pillai is to reduce the allotment of Rs. 32,432 for establishment by Re. 1. I think this is the only occasion on which we can raise our objections with regard to the establishment. There is also the previous practice in this Council that, under a token motion, we can discuss not merely the subject specified by the mover, but other matters also. I want a ruling from the Chair as to whether we should confine to the object of the mover or whether we could speak about our own grievances in regard to the establishment.

PRESIDENT : I think I gave a ruling on the point some time ago.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : Yes, Sir. If the matter is intended to be put to the vote of the House, the discussion must be confined to the object of the mover. If it is not intended to be put to the vote of the House, then the members need not confine to the object of the mover.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*) : It is not quite clear, Sir.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : If it is the intention of the mover to press the motion to a division, the discussion should be confined to the particular subject raised by the mover. But if the motion had been tabled merely for the purpose of getting an opportunity to discuss the question in general then the members need not confine to the subject specified by the mover.

MR. K. K. THOMAS (*Kottayam*) : I think, Sir, though each member may speak about his own subject, he votes only in regard to the particular issue raised by the mover.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : The vote will have no meaning if each member speaks to his own subject.

MR. K. SIVARAMA PANIKKAR (*Shertallai*) : Is it not necessary that the mover of a motion should express his opinion first whether he intends to press the motion to a division or not ?

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : That would depend upon the object of the motion. If the House thinks that it should divide itself on that motion, the members should discuss only on the specific point raised by the mover.

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MR. A. K. PILLAI (*Karunagapalli*) : I think it is unfair to expect the mover to anticipate the trend of opinion of the House. It should be left to us for discussion, and then to the mover to consider whether it would be advisable to press for a division or not. It would be unfair on our part to expect the mover to anticipate the trend of opinion of the House. On the other hand, the practice has been that we are allowed to discuss all sorts of grievances under this particular head 'establishment' and, at the time of voting, we can vote on the merits of the particular point specified by the mover.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : Strictly speaking, this motion is only for reducing Re. 1 or so. What the House really wants by a vote is to get an opportunity to express its opinion by voting on the motion. If that is the object, the discussion must be focussed on the specific point raised by the mover. Otherwise, no vote can have any meaning and no issue can be settled by the House, since each member has been discussing his own subject-matter.

MR. K. K. THOMAS (*Kottayam*) : I do not quite follow the latter portion. Though we may express our opinion on different matters, we may vote on the specific point raised by the mover. That is the practice.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : When each member has been speaking to his own subject-matter, how could it be gathered that the House has voted upon the point raised by the mover ?

MR. M. SIVATANU PILLAI (*Tovala*) : I believe, Sir, there may be two opposite sides of one single question.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : I do not follow Mr. Sivatanu Pillai.

MR. M. SIVATANU PILLAI (*Tovala*) : There are two sides for every issue. Members can be expected to speak on either of the two sides of the *particular* issue and not on the various sides of various questions.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : That would seem to be the proper procedure. If the members want merely to discuss the policy of the department, then each member may speak to his own subject-matter.

MR. A. K. PILLAI (*Karunagapalli*) : That would mean that if the mover presses his motion, we will lose the opportunity of discussing other matters connected with the establishment of the department.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : I don't know. It is open to every other member to table a motion to discuss points about the establishment. Now that notice of a specific matter has been given in the notice of motions, the discussion must be focussed on that.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*) : Something clear will have to be laid down from the Chair. Hitherto, we have been discussing all manner of questions irrespective of the object of the mover. The matter now before the House is the proposal to cut Re. 1 out of

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the allotment for establishment that was started by Mr. Sivatanu Pillai on the ground that he was dissatisfied with the present arrangement in the K. I. P. Division. I may support the motion on the ground that the Tottapalli lock is not in proper order. In fact, we have been doing like that in the past. If that practice is covered by a fresh ruling by the President, certainly, we are bound to bow to it. If not, the previous practice must obtain.

MR. M. SIVATANU PILLAI (*Tovala*): Cannot the question of policy be better discussed under Direction?

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): May be. My submission is that, after all, the discussion is intended only to elicit information. The Chief Engineer is at liberty to reply to the various criticisms towards the close of the discussion.

PRESIDENT: Will you please read out the text of the previous ruling, Mr. Paramesvaran Pillai?

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): There has been a ruling on the subject previously, or an expression of opinion.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Yes, Sir. During the time of the late President, Mr. Raghaviah, we wanted to discuss questions like that, and he gave the opinion that it was not objectionable.

MR. V. SUBBA AIYAR (*Nominated*) (*Deputy President*): I think, Sir, the Law Member is right in his opinion. He did not say that there was any objection on the part of any member to talk under a token motion about any matter relating to establishment or Direction. What he said was that, if under a token motion each member supports the reduction on his own ground, there would be no knowing at the time of voting what the House has voted upon. For instance, one member might support the motion on the ground that the Chief Engineer does not attend office at eleven o'clock. My friend Mr. P. K. Narayana Pillai might support the motion on the ground that the Tottapalli lock is not in order. Under such circumstances, when vote is taken, we will not be in a position to know what the House has voted upon and there will be no decision of the House on the policy of the Government on any matter whatsoever. The Government will willingly accept the cut of Re. 1. The question whether a separate controlling agency for irrigation in the K. I. P. Division is necessary or not will not be decided either way. Last year, in the case of tolls, it was stated by one member that the toll need not be abolished altogether and that it might be substituted by a duty on petrol. Another member said that tolls ought not to be levied on bullock carts. Unless a particular matter is specifically referred to and the discussion of the House focussed upon it and the opinion of the members of the House on that particular question is given expression to, there will be no knowing, even after the matter is put to the vote, what particular issue the House has voted upon and there will be no matter binding upon the Government. So far as the cut is concerned, the Chief Engineer himself will not have any objection to the cut of a rupee. He can very easily make it up or he may even forego it without any difficulty.

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PRESIDENT: I will pronounce a ruling on the subject this afternoon after examining the previous proceedings. In the meanwhile, the discussion will proceed tentatively upon these lines, namely, that the fragmentation of issues voted upon will not be taken as signifying approbation or disapprobation of any one of the numerous points which might have been presented to the House. In other words, the Government will stand as they were without acceptance or rejection of any one of the numerous points that may have been pressed.

You can proceed, Mr. A. K. Pillai.

MR. A. K. PILLAI (*Karunagapalli*): Under these circumstances, I think it will not be advisable to proceed with my discussion, because that will mar the harmony of my friend's project.

MR. A. VIPAN (*Chief Engineer*): I have listened to the discussion of the members with considerable interest which concerned the matter of administration of the Kodayar Project Division and it will be my duty to give expression to it one way or the other. I understand that the irrigation Branch of the Kodayar Project Division was at one time under a separate controlling agency. Before the reorganisation of the department, in 1098, the Kodayar Project Division solely concerned itself with irrigation, both construction works and distribution of water, the headquarters of the Division in later years having been at Nagercoil. I realise that in dealing with branch channels it is in many ways desirable that one officer should have control here. I have to study the question before I can make a definite pronouncement on that point.

In the matter of water distribution, the staff of the Kodayar Project Division was given relief by the constitution of the Irrigation Boards, Block Boards and the Central Board. The internal distribution of water is in the hands of the Irrigation Boards, the regulation at the main head sluice alone being retained in the hands of the P. W. D. staff.

In the light of these facts, it does not appear that there is any real need to create an agency or officer independent of the Kodayar Project Division staff. However, I shall bear the points mentioned by the member in mind and give them my careful consideration in the light of further experience of the working of the Kodayar Project Division and see to what extent the creation of a separate agency as suggested by the member is necessary or feasible.

MR. M. SIVATANU PILLAI (*Tovala*): Sir, I am immensely pleased on the sympathetic attitude with which my arguments are viewed by the Chief Engineer though, in my point of view, members coming from South have taken serious objection and consequently did not agree with me. I have absolutely no objection to give ample time to Mr. Vipan to study the conditions on the spot and bring to bear upon the particular question all the considerations of his personal experience. Under these circumstances, I withdraw the motion.

PRESIDENT: May I take it that the House permits Mr. Sivatanu Pillai to withdraw his motion?

The motion was, by leave of the House, withdrawn.

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Motion 2.

MR. M. SIVATANU PILLAI (*Tovala*) : Sir, I beg to move the following motion :—

2. To reduce the allotment of Rs. 30,432 for establishment by Re. 1.

The object of this motion is to discuss the desirability of transferring the several Section Officers of the Kodayar Project Division. I am much more safe in the point of just giving expression to my views particularly on this question as the House had occasion to listen to what Mr. Kumara Pillai said by way of argument against my position in the last motion. He said that it is not by virtue of these two branches of irrigation and construction of roads being put under one controlling officer, but by virtue of the incapacity on the part of the officers concerned that such a state of affairs has been caused. That might be taken as one of the arguments as it seemed to me also quite possible. The second reason is that the majority of Supervisors who are put there have been there for a pretty long time and—I am subject to correction if I may base my inference from what I have learnt--a good number of these Supervisors have spent a major portion of their life in that particular Division more than in any other. As a result of this, if you just conceive the position, Sir, you will find that the P. W. D. officers are more or less intimately connected with the ryots of that particular Division and closely moving with them at the time of distributing water. On such occasions, vexatious distinctions are entertained by these officers towards the ryots concerned and considerable damage is done to them by such differential treatment. As a result of this arrangement, namely, particular set of officers being allowed to remain in a particular Division for a good number of years, Sir, you can imagine there arises occasions when these officers abuse their privileges. Under these circumstances, it is highly necessary that these Supervisors should be given frequent transfers.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): എന്റെസ്നേഹിതൻ മിസ്റ്റർ ശിവതാണു പിള്ളയുടെ ആദ്യത്തെമോഷൻ.

MR. K. K. THOMAS (*Kottayam*) : Before proceeding further, I wish to say that this is an identical motion by the same member.

PRESIDENT : Do you refer to the motion that preceded this ?

MR. K. K. THOMAS (*Kottayam*): Yes.

PRESIDENT : There can be more than one motion provided they are different in nature.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*) : എന്റെ സ്നേഹിതൻ മിസ്റ്റർ ശിവതാണുപിള്ളയുടെ ആദ്യത്തെ ഉപക്ഷേപത്തിനു് ഞാൻ പ്രതികൂലാഭിപ്രായം പറഞ്ഞുവെങ്കിലും, ഈ മോഷനെ ഹാർദ്ദമായി പിൻതാങ്ങുന്നു. അദ്ദേഹം പറഞ്ഞ അഭിപ്രായത്തോടുകൂടി ഞാൻ പൂർണ്ണമായി യോജിക്കുന്നു. ഇറിഗേഷൻ ഡിപ്പാർട്ടുമെന്റിൽ

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[Mr. T. Kumara Pillai.]

നിയമിക്കുന്ന സെക്ഷൻ ആഫീസർമാർ നിശ്ചയമായിട്ടും സത്യസന്ധന്മാരായിത്തന്നെയിരിക്കണം. (Mr. P. K. Narayana Pillai: *Louder, please*).

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): വേറെ ഡിപ്പാർട്ടുമെൻറുകളിൽ ഉള്ളവർ അസത്യവാന്മാരായിരുന്നാൽ ദോഷമില്ലെന്നാണൊ മെമ്പർ പറയുന്നത്.

MR. T. KUMARA PILLAI (*Kalkulam cum Vilavankod*) : സാധാരണ അങ്ങിനെ കണ്ടുവരുന്നതുകൊണ്ടാണ് ഈ സംഗതിയിൽ പ്രത്യേകിച്ച് എടുത്തുപറയാൻ ഇടവന്നത്. ഇറിഗേഷൻ ഡിപ്പാർട്ടുമെൻറുകാർ കൃഷിക്കാരുമായി നേരിട്ട് പെരുമാറിവരുന്നവരാണ്. ഇതിൽ പലവിധമായ അഴിമതികൾക്ക് എളുപ്പമുള്ളതാണ്. ഒരു സെക്ഷൻ ആഫീസർ രണ്ടു കൊല്ലത്തിൽ കൂടുതൽ ഒരു സ്ഥലത്തു് ഇരിക്കുകയാണെങ്കിൽ അവിടെ അഴിമതികാം വർദ്ധിച്ചുവരുമെന്നു് അനുഭവത്താൽ തെളിഞ്ഞിട്ടുള്ളതാകുന്നു. എന്നാൽ ഡിവിഷൻ ആഫീസർ നിഷ്കഷ്ടയോടുകൂടിയിരിക്കുന്നപക്ഷം ഈ അഴിമതികൾക്കു വളരെ കുറവു വരുത്താം. ഒരു ഡിവിഷൻ ആഫീസർ ഒരു സ്ഥലത്തുനിന്നും സ്ഥലംമാറി കോട്ടയത്തൊ കൊല്ലത്തൊ വന്നു എന്നിരിക്കട്ടെ. അദ്ദേഹം മുമ്പിരുന്ന സ്ഥലത്തുള്ള സെക്ഷൻ ആഫീസർമാരിൽ ചിലരെ ഡിവിഷൻ ആഫീസർ മാറിപ്പോയ സ്ഥലത്തേക്കു കൂടി സ്ഥലം മാറിച്ചു കൊണ്ടുപോകുന്നു. ഈ നടപ്പു് വലുതായ അഴിമതികൾക്കു കാരണമായിത്തീർന്നിരിക്കുന്നു. ഇറിഗേഷൻ ഡിപ്പാർട്ടുമെൻറിലെ സെക്ഷൻ ആഫീസർമാരെ രണ്ടുകൊല്ലത്തിൽ കൂടുതൽ ഒരു സ്ഥലത്തു വച്ചുകൊണ്ടിരിക്കാൻ പാടില്ലാ എന്നാണ് എനിക്കും അഭിപ്രായമുള്ളതു്. സെക്ഷൻ ആഫീസർമാരെ സംബന്ധിച്ചു ദിഷ്ടാന്തമായി പല അഴിമതികളും പറയാൻ എനിക്കു സാധിക്കുന്നതാണ്. എന്നാൽ നിർഭാഗ്യവശാൽ നിയമം അതിലേക്കു വിപരീതമായിരിക്കുന്നതുകൊണ്ടു് അവയെ പുറത്തുപറയാൻ തരമില്ലാതിരിക്കുന്നു. അതിനാൽ സെക്ഷനാഫീസറന്മാരെ രണ്ടു കൊല്ലത്തിൽ കൂടുതൽ ഒരേ സ്ഥലത്തു ഇരുത്താൻ പാടില്ലെന്നുള്ള അഭിപ്രായത്തോടുകൂടി മിസ്റ്റർ ശിവതാണുപിള്ളയുടെ ഉപക്ഷേപത്തെ ഞാൻ ബലമായി പിൻതാങ്ങുന്നു.

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*) : Sir, in the previous motion, I had to join with Mr. Kumara Pillai; but in this motion I think I have to stand alone. Mr. Sivatanu Pillai is of opinion that the present Section Officers who are stationed in the Kodayar Project Division should be transferred simply because these officers have been

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retained there for a pretty long time. He does not base his arguments on the ground that they were inefficient or that they were corrupt.

MR. M. SIVATANU PILLAI (*Tovala*): My reference is about the Supervisors now stationed in the Kodayar Project Division only.

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): I am aware of that. If he had based his arguments on the ground that they were corrupt or that they were inefficient, then the motion for transfer would have appeared reasonable.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): എന്റെറവാദവും അതുതന്നെ. ഈ ഡിപ്പാർട്ടുമെന്റിലെ ഉദ്യോഗസ്ഥന്മാർ സത്യസന്ധന്മാരല്ലാത്തതുകൊണ്ട് അവരെ ക്കൂടെക്കൂടെ സ്ഥലം മാറണം.

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): I am just answering to Mr. Sivatanu Pillai. My point is that a Section Officer who is given the responsibility of distributing water will take at least three years to study the local conditions. He will have to go about, see the conditions of the different tanks and sluices and study the conditions of the different localities. So, in my opinion, these officers must be retained there for more than three years.

MR. M. SIVATANU PILLAI (*Tovala*): Is it because that he takes two years to study the present conditions of the tanks and other buildings that he continues for such a long time?

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): That is not the only reason. Irrigation work is a very important one and at the same time a difficult one too. The Supervisor posted there has to study the conditions of different tanks and different localities and all these things naturally take time. So, I think persons who are entrusted with this duty must be allowed more time to study the conditions and they should not be transferred frequently.

MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): Does not the member think therefore that they would get more time if they are separated from other work.

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): That question does not arise on this motion. What I say is that the Section Officers who are engaged merely in the work of buildings and communications will not require as much time as an officer who is put in charge of irrigation work. That is my point and, under these circumstances, these Supervisors must be allowed more time soas to enable them to study the local conditions as a result of which they will be sufficiently useful in the matter of discharging their work. If the exigencies of service require them in some other places, these officers may be transferred. Otherwise, they should not be transferred.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Is it the case that once an officer has studied the local conditions, he should not be transferred?

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MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): Yes, Sir.

MR. M. SIVATANU PILLAI (*Tovala*): May I know whether the member has not any complaints against the present officers in the Kodayar Division.

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): That is a different matter. I may or may not have complaints.

MR. M. SIVATANU PILLAI (*Tovala*): I want to know whether he has any complaints against the present Supervisor.

MR. M. SUBRAHMANYA PILLAI (*Agastiswaram*): I refuse to take any notice of the conduct of the present Irrigation Section Officers so far as this motion is concerned.

MR. A. VIPAN (*Chief Engineer*): I oppose the motion. The member suggests that the several Section Officers of the Kodayar Project Division may be transferred as he considers it desirable to do so. Mr. Sivatanu Pillai has asked for information by means of an interpellation about the length of time that each of the Section Officers in that Division has been there. It is observed that some of the Section Officers have been in that Division for periods extending up to six years. Though ordinarily the Section Officers are transferred after four or five years, the case of those in the Kodayar Project Division seems to stand on a different footing. The matter is rather a complicated one and an Irrigation Officer has to be there for some time to study the different seasons of the year and very often a period of three to four years is absolutely essential for a man to remain there to study the local conditions, since the knowledge and experience gained by them are generally useful in the matter of water distribution. I shall however remember the suggestion of the member, consult the Executive Engineer of the Division, and see what can be done.

MR. M. SIVATANU PILLAI (*Tovala*): May I know whether the Chief Engineer is aware that there are still many Supervisors in other places who are not given an opportunity to study irrigation?

MR. A. VIPAN (*Chief Engineer*): That will only simplify my case.

MR. M. SIVATANU PILLAI (*Tovala*): May I know whether the Chief Engineer is aware that the Supervisors in the Kodayar Project Division have spent the major part of their time in that particular Division?

MR. A. VIPAN (*Chief Engineer*): I am not aware of that.

MR. M. SIVATANU PILLAI (*Tovala*): As I am inclined to note that the Chief Engineer would look into the question more sympathetically, I beg permission to withdraw the motion.

PRESIDENT: Does the House permit Mr. Sivatanu Pillai to withdraw his motion?

The motion was, by leave of the House, withdrawn.

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Motion 3.

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*): I beg to move the following motion :—

3. To reduce the allotment of Rs. 4,500 for Travelling Allowance by Rs. 1,000.

I am really sorry, Sir, that I have to introduce myself to our new Chief Engineer, Mr. Vipan, by a cut in his travelling allowance. But I make this motion for two reasons. Firstly, on the ground that such a large amount was never spent actually in any of the previous years. The revised estimate under this item for the current year is only Rs. 3,000. The amount actually spent in 1101 is only Rs. 2,743 In 1100, it is Rs. 3,390. In 1098, it is Rs. 2,538; and the revised estimate for 1099 was only Rs. 2,500. So, the amount asked for the year 1103, that is Rs. 4,500, is larger than the amounts budgeted for and actually spent in the previous years. My second reason is based on the principle that the policy of increasing the expenditure on salaries and travelling allowances every year is not advisable. Sir, the Appropriation Report of 1098 shows that from 1093 to 1098, that is to say, within the course of six years, the expenditure on salaries and travelling allowances has disproportionately increased by Rs. 25½ lakhs. I say disproportionately because the revenue during that period rose only by about Rs. 38 lakhs. Figures for the later periods are not available because the Appropriation Report issued for subsequent years are silent on that point. Anyway, the increase of expenditure under salaries and travelling allowances has to be discountenanced by the members on this side of the House.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): May I know whose travelling allowance is being assailed by him?

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*): It is evident from the motion that it is the Chief Engineer's travelling allowance.

Of course, the officer concerned is new and is expected to have more tours. So it is that, I have put the figure at Rs. 3,500, which is larger than the sums actually spent in the previous years. I therefore hope that Mr. Vipan will kindly accept this cut of Rs. 1,000 or boldly state that he wants this sum.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): Does not the member hink that the money spent in travelling allowance indirectly helps to ncrease the efficiency of the department by constantly supervising the work of the various officers throughout the whole State?

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*): On the motion brought before the House, I have already stated that.

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MR. C. P. TARAKAN (*Kunnatnad*) : എനിക്കു മിസ്റ്റർ കൊച്ചുകുഞ്ഞു പിള്ളയുടെ അഭിപ്രായത്തോടു യോജിക്കാൻ നിവൃത്തിയില്ല. മിസ്റ്റർ വൈപ്പുൻ ഈ സംസ്ഥാനത്തു് ആദ്യമായി നിയമിക്കപ്പെട്ട ഒരാൾ ആയതുകൊണ്ടു പ്രത്യേകിച്ചും അദ്ദേഹത്തിന്റെ അഭിപ്രായത്തോടു യോജിക്കാൻ നിവൃത്തിയില്ല. പ്രധാന ഉദ്യോഗസ്ഥന്മാർ രാജ്യത്തിന്റെ നാനാഭാഗങ്ങളിലും സഞ്ചരിച്ചു ജനങ്ങളുടെ സങ്കടങ്ങളെ അറിയുകയും അതിനുവേണ്ട പരിഹാരമാർഗ്ഗം നിർദ്ദേശിക്കുകയും ചെയ്യേണ്ടതു വളരെ അത്യാവശ്യമാണു്. അതിനാൽ ഇങ്ങനെയുള്ള ഉദ്യോഗസ്ഥന്മാരുടെ ട്രാവലിംഗ് അലവൻസ് ഒരുവിധത്തിലും കുറക്കാൻ നിവൃത്തിയുള്ളതല്ലാ. പ്രത്യേകിച്ചും ചീഫ് എൻജിനീയരുടെ അലവൻസു കുറച്ചാൽ സംസ്ഥാനത്തു് ഒരു ജോലിയും നടക്കുകയില്ലാ. അതിനാൽ അദ്ദേഹത്തിന്റെ ട്രാവലിംഗ് അലവൻസു കുറക്കുകയാണെങ്കിൽ ഒരു ചീഫ് എൻജിനീയർ ഇവിടെ ആവശ്യമില്ലാ എന്നു പറയുന്നതാണു് ഉത്തമം. നിവൃത്തി ഉണ്ടെങ്കിൽ അതുകൂട്ടി കൊടുക്കുകയല്ലാതെ ഒരിക്കലും കുറക്കാൻ പാടില്ലാ എന്നാണു് എന്റെ അഭിപ്രായം.

MR. A. J. JOHN (*Vaikam*) : I too very strongly oppose the motion. It is an admitted fact that the supervising work of the Public Works Department is not at all satisfactory. Unless the present Chief Engineer goes into the interior of the country and knows the needs and requirements of the people, there will be no salvation to the people. The present executive officers do not take the trouble to know the real wants of the people. My submission is that the travelling allowance should be increased. For instance it may be said, that the present Chief Engineer had been to Vaikam and inspected several places, and I can say from reliable information that the Chief Engineer was sympathetic in all his actions. People have full confidence in the present Chief Engineer.

MR. M. SIVATANU PILLAI (*Tovala*) : I have to say one word to the Chief Engineer and that is to sound a note of warning that the Chief Engineer should not leave a single pie to lapse from his travelling allowance. In doing so, I wish to draw his attention to the fact that in Nagercoil which is only 42 miles from here, there is one object which is standing there as a monument. It has been standing there for the last sixteen years. This object has to be inspected very urgently.

MR. K. K. THOMAS (*Kottayam*) : What is that object ?

MR. M. SIVATANU PILLAI (*Tovala*) : That is the school building in Nagercoil. One responsible officer said that it was only 12 years since the construction of the building began. Whatever that may be, I would like

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the Chief Engineer to go to the spot and see the actual condition and in such similar cases there must be early completion. In actual experience, he must be the real executive head of an executive department. So, for that purpose, the Chief Engineer should spend a major portion of the year on circuit, supervising personally new constructions as well as whipping up those officers who are not discharging their work properly.

MR. A. K. PILLAI (*Karunagapalli*): With regard to the majestic building that has been mentioned for example let me remind him that Rome was not built in a day?

MR. M. SIVATANU PILLAI (*Tovala*): I will explain this. Vanchiyur building was completed in seven years and this building costs more than the Nagercoil English school building and the latter is standing for the past fifteen years without being finished.

MR. A. K. PILLAI (*Karunagapalli*): May I know if the member does not consider it an extravagance on the part of the State to have such a huge building constructed in a corner of the Travancore State?

MR. M. SIVATANU PILLAI (*Tovala*): I must remind Mr. A. K. Pillai that since the Government have committed themselves in one way, it is better to carry it to its logical finish.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): I am really sorry, Sir, that this motion requires any opposition at all. A careful examination of the roads and other means of communication and buildings of the State will convince that they have suffered a lot owing to lack of supervision and, during the time that Mr. Vipan was amidst us, I am convinced that he has been touring all along the State much more than any other officer. He has gone to the interior of every part of the State to which the Executive Engineers might not have gone hitherto. I am convinced of that; and further, it is my honest conviction and faith that he will turn out better work in the Public Works Department and I hope he will increase his travelling allowance by demanding more next year.

MR. S. PURAVIPERUMAL PILLAI (*Commerce and Industry, South*): Sir, I support Mr. C. P. Kochukunju Pillai's motion, not for the reasons mentioned by him, but for different reasons. That is to point out the fact that the officers of the Public Works Department are using camp-sheds for a nominal sum of 4 annas per day when other officers of the Government drawing the same salary and allowances have to pay 12 annas per day. I do not understand why the P. W. D. officers alone should be given a concession in using these camp-sheds at a cheaper rate when all the other officers of the State and honorary workers like members of the Popular Assembly and Legislative Council who are entitled to concession have to pay a higher rate. It is regrettable that such a distinction exists in the State service between officers of one department and another department. With these few remarks, I support the motion now before the House.

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MR. TARIATU KUNJITOMMAN (*Muvattupuzha cum Todupuzha*) : ഞാൻ ഈ ഉപക്ഷേപത്തെ എതിർക്കുന്നു. അദ്ധ്യക്ഷൻ ആഫീസിൽ ഇരുന്നു കടലാസുമാത്രം നോക്കി താഴെയുള്ളവർ ശരിയായി കൃത്യങ്ങൾ നടത്തുന്നു എന്നു വിശ്വസിച്ചു നയിക്കേണ്ട ഒരു ഡിപ്പാർട്ടുമെൻറല്ല പബ്ലിക്ക് വർക്ക്സ് ഡിപ്പാർട്ടുമെൻറ്. ഈ ഡിപ്പാർട്ടുമെൻറാണു ജനങ്ങൾക്കു ജീവിതകൃത്യങ്ങൾ നിർവ്വഹിക്കുന്നതിനു വേണ്ട സൌകര്യം പ്രധാനമായി നൽകേണ്ടതു. ഈ വകുപ്പിൽ ഇപ്പോൾ ചിലവുവരുന്ന തുകയിൽ വലിയ ഭാഗം അഴിമതിക്കാരായ ഉദ്യോഗസ്ഥന്മാരുടെ പാക്കറ്റിൽ ചെന്നു വീഴുകയാണു ചെയ്യുന്നതു്. ഇങ്ങനെയുള്ള അഴിമതികൾ കണ്ടുപിടിച്ചു പരിഹരിക്കണമെങ്കിൽ ഡിപ്പാർട്ടുമെൻറദ്ധ്യക്ഷൻ ധാരാളം സഞ്ചരിക്കുതന്നെ വേണം. അതിനായി വച്ചിരിക്കുന്ന തുക കുട്ടുന്നതല്ലാതെ കുറയ്ക്കാൻ പാടില്ലാ. വിശേഷിച്ചും പുതൻ ചീഫ് എൻജിനീയർ രാജ്യത്തിൻറ നാനാഭാഗങ്ങളിലും സഞ്ചരിച്ചു ക്രിയാമികളായ കീഴുദ്യോഗസ്ഥന്മാരുടെനടത്ത നല്ലവണ്ണം മനസ്സിലാക്കുകയും, എവിടെയെല്ലാം റോഡുകൾ ആവശ്യമാണോ, അവിടെയെല്ലാം റോഡുകളുണ്ടാക്കുന്നതിനു വേണ്ട തുകകൾ അപ്പപ്പോൾ സപ്ലിമെൻററിഗ്രാൻറു വഴിയായും മറും അനുവദിപ്പിച്ചു റോഡുകൾ തീർപ്പിക്കുകയും ചെയ്യണം. സഞ്ചാരപ്പടി കുറച്ചാൽ ഇതൊന്നുംതന്നെ സാദ്ധ്യമല്ല. ഇപ്പോൾ തന്നെ വടക്കൻ തിരുവിതാംകൂറിൽ ഒന്നു വരേണ്ട ആവശ്യമുണ്ടു്. അവിടെ റോഡുകളെല്ലാം ചെളിമയമായികിടക്കയാണു്. കഴിഞ്ഞകൊല്ലത്തിൽ ബഡ്ജറിൽ ചേർത്ത തുകകൾ മിക്കതും ലാപ്സായിരിക്കുന്നു. രാജ്യത്തിൻറ വടക്കുകിഴക്കേ അറുതിയിൽ കിടക്കുന്ന മൂവാറുപുഴ, തൊടുപുഴ മുതലായ താലൂക്കുകളിലാണു് അധികം സഞ്ചരിക്കേണ്ടതു്. (ചിരി.) രോഗികൾ ക്കാണല്ലൊ വൈദ്യനേക്കൊണ്ടു് ആവശ്യമുള്ളതു്. അതുപോലെ ഗതാഗതസൌകര്യമില്ലാത്ത താലൂക്കുകളിലാണു് അദ്ദേഹത്തിനെക്കൊണ്ടു കൂടുതൽ ആവശ്യമുള്ളതു്. ചീഫ് എൻജിനീയർ അവിടെ ഉൾ ഭാഗങ്ങളിൽ ധാരാളം സഞ്ചരിക്കണം. കാൽനടയായി വളരെ സഞ്ചരിക്കേണ്ടതായുണ്ടു്. ആദ്യത്തെ അദ്ദേഹത്തിൻറ സന്ദർശനത്തിൽ കണ്ടും കുഴിയും, കല്ലും മുള്ളും നിറഞ്ഞസ്ഥലങ്ങളിൽക്കൂടി നടന്ന ഞങ്ങൾക്കുള്ള സങ്കടങ്ങളെ ശ്രദ്ധിക്കണമെന്നു പറയാൻ ഞാൻ മൈയ്യ് പ്പെട്ടില്ല. അദ്ദേഹം ഞങ്ങളുടെ കഷ്ടങ്ങൾ എല്ലാം മഹാമനസ്കതയോടെ കേൾക്കുകയും ഞങ്ങൾക്കു അത്യാവശ്യമായ റോഡുകൾതുറന്നു തരാമെന്നു വാഗ്ദാനംചെയ്കയും ചെയ്തിട്ടുണ്ടു്. അഴിമതികൾ ചെയ്യുന്നവരെ സഞ്ചരിച്ചാൽമാത്രമേ മനസ്സിലാക്കാൻ സാധിക്കുകയൊള്ളൂ. പലരെയും രണ്ടു

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കൊല്ലത്തിൽ ഒരിക്കൽ സ്ഥലംമാറണം. സ്ഥിരമായിരിക്കുന്ന അസി സ്റ്റന്റ് എൽജിനീയറന്മാരിലും സൂപ്രവൈസറന്മാരിലും അഴിമതിക്കാർ ധാരാളം ഉണ്ട്. സഞ്ചരിച്ചു ജനങ്ങളുടെ അനൈകൃങ്ങൾ തീർക്കുന്നതിനുള്ള ചീഫ് എൻജിനീയരുടെസഞ്ചാരപ്പടി ഒരിക്കലും കുറക്കാൻ പാടില്ല.

MR. K. GEORGE (*Chief Secretary to Government*): Sir, the sense of the House has been clearly indicated by the speeches on the other side. I wish to state to the House one of the facts which has accounted for this increase in the travelling allowance. Mr. Vipan, as the members know, is a British Officer and he is governed for his travelling allowance by the Madras Travelling Allowance Rules, and the rates of travelling allowance there are higher than those here. That is one reason which accounts for the increase of travelling allowance to Mr. Vipan from that provided for in the previous years.

MR. K. K. THOMAS (*Kottayam*): Will the Chief Secretary provide us with the rates obtaining in Madras?

MR. K. GEORGE (*Chief Secretary to Government*): I shall, if the member is very particular. The rates to which Mr. Vipan is eligible are those which obtain in Madras.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Is this open to the vote of the House?

MR. K. GEORGE (*Chief Secretary to Government*): Yes. Mr. Vipan is entitled to get Bh. Rs. 10 as daily allowance and 12 Annas as mileage.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): It is not after all the question of T. A. that has come up for criticism, but it is a question of the need that the Chief Engineer should go on circuit as often as he possibly can. I am sure Mr. C. P. Kochukunju Pillai would not oppose that idea, though probably he may not agree with the rather advanced view put forward which would indicate that the Chief Engineer should be in a sort of perpetual motion, which is rather difficult to achieve. I am just standing up to remind the Chief Engineer of one aspect of the matter. After listening to my friend Mr. Kunjitomman, he should not run away with the impression that the northernmost taluks alone stand in need of constant supervision by the Chief Engineer.

Sir, so far as the travelling of the Chief Engineer is concerned, it was pointed out that, in many parts, the Assistant Engineers and those under them would be found misbehaving. That is only where the presence of the Assistant Engineer or his subordinate is expected and not elsewhere. In my own taluk, Sir, the chances are that various parts of the taluk may not have seen any Assistant Engineer or his subordinates. In such cases, there is no possibility of their misbehaving because they are never there.

Again, when the travelling of the Chief Engineer is emphasised, there is the possibility that the Chief Engineer may be going over the same routes over and over again on various occasions. That is not

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[Mr. P. K. Narayana Pillai.]

travelling by the Chief Engineer. It is neither travelling always in the motor car that is required. Occasionally, he may have to travel in boats and canoes if it were found necessary in the exigencies of the needs of my constituency. It is not always the case of roads that comes up for consideration, but it is also the case of water courses and irrigation channels. All these things have to be taken into consideration. It was only just as a corrective that I wanted to stand up and bring this fact to the notice of the Chief Engineer.

MR. A. K. PILLAI (*Karunagapalli*): Sir, some members on this side have used this motion as an opportunity for offering something like a tip to the Chief Engineer in attracting his notice to the particular needs of their locality. In agreeing with Mr. C. P. Kochukunju Pillai, I have to point out that we must dismiss the *personnel* in speaking on this motion. There can hardly be any doubt as to the need for constant travelling on the part of the Chief Engineer.

MR. M. SIVATANU PILLAI (*Tovala*): May I have the assurance of the member that he is not tipping Mr. C. P. Kochukunju Pillai ?

MR. A. K. PILLAI (*Karunagapalli*): I am not tipping him. There can be no question as to the need for constant travelling by the heads of departments, especially by the Head of the Public Works Department. But I have got to make my humble protest in this connection that travelling is not done properly and sufficiently. The gravity of the issue is so great that my friend Mr. C. P. Kochukunju Pillai thought that one rupee or ten rupees would not be enough and therefore he has put it down at Rs. 1,000. I hope he only wanted to emphasise the need for travel and he wanted to emphasise it in a grave and substantial manner. Let me point out one instance in this connection, that is as to what happened in my part as a result of lack of attention by the Chief Engineer or the Executive Engineer. A canal had been sanctioned at Kavumbhagam in the Karunagapalli taluk and it was being dug last year. There was land connection between the opposite parts, but when the canal was dug, naturally a bridge was required. A ladder bridge was sanctioned for the purpose. It was pointed out that the Quilon-Sastancotta road was also sanctioned and therefore the ladder bridge would stand in the way of carts going from one part to the other. The force of the argument was appreciated by the former Chief Engineer and he was convinced that the ladder bridge would not do. What happened was that there was no bridge at all. There was the land passage, but it was cut open and a shaky kind of timber was put over a distance of nearly 20 feet. The other day, I had the experience of witnessing one of the tragi-comic scenes. While I was passing that way, (I have said, it was only a shaky kind of timber about 20 feet long that was placed over a deep canal) an old woman was passing along that road. Possibly she could not go across and she was hesitating what to do. I was not an expert,

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or I was not quite sure of my own capability in performing acrobatic feats and therefore I asked my companion to help her. The result was both of them fell into the water. She was shaking and shivering while she was taken to the bank. There is a certain amount of melodramatic interest in this story. But I want the House to view the matter seriously. I consider this with a certain sense of humiliation and not amusement. Sir, the other day, it happened in the museum at Calcutta, when a European lady was just examining the Museum, a part of the floor was so polished that she slipped down and then she claimed damages for £ 10,000 and I do not know whether you will believe it when I say that the damages were decreed by the court. That is the case with regard to a European lady who slipped down, probably owing to sheer carelessness. But then, what would happen to the poor lady in Karunagapalli who happened to fall down? If my companion was not there, probably her plight would have been most miserable.

MR. K. K. THOMAS (*Kottayam*) : May I know whether she claimed damages?

MR. A. K. PILLAI (*Karunagapalli*) : No. We are not considered to be very valuable beings.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*) : Did the accident take place because the Chief Engineer could not go on circuit?

MR. A. K. PILLAI (*Karunagapalli*) : I shall make my position clear, if Mr. Narayana Pillai will have the patience to wait. If the Public Works Department must be a working department, the speed at which it should move should not be majestic and slow, but quick and efficient. When the former Chief Engineer agreed to take away the ladder bridge and substitute an ordinary bridge, he ought to have seen that the order was communicated to the Executive Engineer in Quilon and that it was promptly executed. But he did not do so. I remember that Mr. Natesa Aiyar promised to do that about six months back. Even now, the condition remains as I have narrated. That shows how things are moving with regard to the Public Works Department. The Public Works Department, I must repeat, must be a working department and to draw the attention of the energetic and smart Chief Engineer to this fact, I thought it was necessary to speak on this motion. I also repeat that the *personnel* of the Direction must be dismissed by us in considering the merits of the motion.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*) : Did anybody make any reference to the *personnel*?

MR. A. K. PILLAI (*Karunagapalli*) : What I say, Sir, is that Rs. 1,000 was put down only to emphasise the gravity of the issue. That is all. Nobody would certainly object even to more money being granted for the purpose.

MR. K. K. THOMAS (*Kottayam*) : I wish to add a few words to the discussion. After hearing the Chief Secretary, I think any more discussion about the travelling allowance would be out of place, because, as it is, the Government are bound under a covenant to give the travelling

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[Mr. K. K. Thomas.]

allowance at the rates obtaining in Madras. But I wish to bring to the notice of the House the way in which expenditure on the Nagercoil school has been going up.

PRESIDENT: If you bring in any new issue, the matter will not go to the vote.

MR. K. K. THOMAS (*Kottayam*): I did not know how the needs of separate taluks can be stated here in the course of the discussion. May I proceed, Sir?

PRESIDENT: If you wish to prevent the motion from coming to the vote, you can proceed.

MR. K. K. THOMAS (*Kottayam*): The estimate sanctioned for the work was nearly Rs. 1,85,000. This year Rs. 5,000 has been sanctioned and for the next year a provision of Rs. 25,000 has been made in addition to this.

MR. M. SUBRAHMANYA PILLAI (*Agastisvaram*): Does the member know that the original estimate was prepared before the war?

MR. K. K. THOMAS (*Kottayam*): I do not know that, but I know that at this rate we have up to this spent nearly Rs. 3,58,000. I think it is very necessary for this House to direct the attention of the department pointedly to this matter. We have been spending a lot on education and I do not know how the advancement of education will be helped by a costly building and we are not quite sure how much more we will be spending on buildings. We have only to look to the last year and this year to see the extravagant way in which money was spent on this particular building. I think the difficulty with the department lies mostly in the subordinate offices. I find that, as a matter of practice, papers are delayed mostly by the ministerial department of the offices. I wish that the present Chief Engineer might at least direct his attention to ease the delay in the disposal of these papers in the lower offices.

MR. PAUL DANIEL (*Nominated*): There is considerable discontent in the south at least, about the way in which P. W. D. works are being carried out. I shall just mention one or two instances. The roads in the south are at present—

MR. K. GEORGE (*Chief Secretary to Government*): I rise to a point of order. The question now before the House is that the travelling allowance of Rs. 4,500 be reduced by Rs. 1,000.

MR. PAUL DANIEL (*Nominated*): Yes. My object in mentioning this is to show that frequent travel and supervision by the Chief Engineer is absolutely necessary in the south. (Mr. Piraviperumal Pillai: "*Hear, hear.*") Roads in the south are particularly bad in these days.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): May I know from the member whether he has seen the roads in the north?

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MR. PAUL DANIEL (*Nominated*): I am speaking of the south of which alone I have knowledge. Here, traffic is heavy, no doubt, but those who are concerned with it are defraying almost all the expenses required for the upkeep of the roads and yet the roads in many places are unfit, I may say, for motor traffic.

In the second place, the work itself is in these days not as satisfactorily done as they used to be. I will just mention an instance. There is a road called "வெள்ளிக்கிழமை சந்தை" (Friday market) road. There is a programme for metalling that road. Three years ago, the first mile was metalled. Two years ago, the second mile was metalled. Though the third mile was proposed to be taken up last year, it was only last week that it was metalled, and I found that the steam roller was not made use of for the purpose. A considerable amount must have been spent in metalling that mile of the road. Only the stone roller was used with the result that, within a week, in a great many places, there were heaps of loose stones: and I fully believe that within a month or two the road will be as bad as before. When I made enquiries about it, not from the officials but from people who are expected to know about it, I understood that it was because the steam roller, if it was brought down there, would make the work a little more expensive.

There is one other thing. In the Nagercoil-Cape road, one-third of the road space is being occupied by stacks of metal. These stacks have been allowed to remain there for months and months so that they are a great nuisance and cause inconvenience to the travelling public.

MR. A. VIPAN (*Chief Engineer*): May I point out to the member that unfortunately one of the wheels of the steam roller is broken and I am sending another almost immediately? I think it should be on its way now.

MR. PAUL DANIEL (*Nominated*): I am thankful to the member for the information. The stacking of the metal on the road side covering more than one-third of the road space has been allowed to continue for many months. Though it was pointed out in the newspapers, such things continue there, and I think that the present Chief Engineer of whom we have such great expectations would tour the country as frequently as possible and help the people in this matter.

MR. G. RAMAN MENON (*Mavelikara* cum *Kartikapalli*): Sir, in regard to this motion I wish to place before the House certain considerations which strike me. I find from the preliminary budget that the travelling allowance under this head for the year 1101 was only Rs. 2,743, and even the revised estimate for the year 1102 is only Rs. 3000. So, it will be admitted on all hands that there had been a very sudden increase of about 50 per cent. in the proposed travelling allowance. On the very face of it ,I think it seems deserving of very close scrutiny by this House. The tendency on the part of the Government officers and even of the Government is to increase the pay and number of high officials and also to increase the travelling allowance, etc., so that, very often, for meeting the legitimate expenses of

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[Mr. G. Raman Menon.]

the people for necessary works, there is very little money left. For example, I can refer to this year's budget itself. Provision is made for an additional expenditure of Rs. 16 lakhs from last year. Even in spite of that, I find the whole region of Onattukara, namely, the three taluks of Kartikappalli, Mavelikara and Karunagappalli, is not benefited even with one piece of new work under the P. W. D. though an additional sum of Rs. 5 lakhs is sanctioned for communications. So, in all these cases, I think that the representatives of the people have to look very closely into the proposals for increasing the travelling allowance of officers and also the number of officers. Most of the money in this additional allotment of Rs. 16 lakhs, I fear, will be spent in increasing the travelling allowance or increasing the pay or increasing the number of officers. So, I think that, from the point of view of the people, we ought to protest against this.

Another point on which I have to speak is the fact that, from the speeches of the members on former occasions, I have understood that the previous incumbent was looking after the interest of the department fairly well and he could do with Rs. 3000 as travelling allowance. I have heard Mr. Kunjitomman himself say that the former Chief Engineer was very careful in attending to the complaints of the people and in checking the vagaries of his subordinates. So, I do not think that the present Chief Engineer, Mr. Vipan, will find it difficult to check the vagaries of his subordinates or to enquire into the complaints of the people with the same travelling allowance as the former Chief Engineer. At least, I think in fairness that he should make a trial. If he finds after one year or after six months that the old travelling allowance is not enough, he can come to this House for a supplementary grant. So it seems to me that it will be only fair to the representatives of the people and the people generally that the member in charge of this demand should accede to the cut brought forward by Mr. C. P. Kochukunju Pillai. I therefore heartily support his motion.

MR. K. I. JOSEPH (*Minachil* cum *Devicolam*): The Chief Secretary has already explained the reasons for thedifference between the provision for travelling allowance this year and that for last year. In the light of that explanation, I believe that any reduction of this amount will surely go to the cutting short of the actual travelling done by the Chief Engineer. If this motion is now carried and this amount reduced from the travelling allowance, the natural result will be that the Chief Engineer will be forced to remain in his office more than what he otherwise would do. Under the present conditions of the working of the department, and in the light of the fact that the present Chief Engineer is new to the department, I think it is highly necessary that he should travel over the country more than what the former Chief Engineer did last year. There is a lot of complaint from all parts of the country that the means of communication in their places or taluks are not at all attended to. It may perhaps be necessary on the part of all the members to speak much about their constituencies in this House.

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But I do not go to the details of the conditions in my own taluk, but I say that the Chief Engineer must go himself and understand the actual conditions in every locality in the State. Under these circumstances, I think that any reduction in this allotment will only prejudice the interests of the people themselves. It is not a matter in which the people and the Government are opposed. Sufficient amount should be placed at the disposal of the Chief Engineer in this matter. Of course, if the Government could make some reduction in any other item, it would have been a different matter. At present, it is not proper on our part to make any reduction in this allotment.

MR. W. H. PITT (*Commissioner of Police*): Sir, to the information given by the Chief Engineer regarding the steam-roller for which Mr. Daniel is patiently waiting, I wish to add that it passed my bungalow this morning at top speed.

MR A. VIPAN (*Chief Engineer*): Sir, I oppose this motion. The greater part of the grant of Rs. 4,500 is intended to cover my own travelling allowance. I am under the belief that the House expects me to tour about as much as circumstances would permit in the discharge of my duties and responsibilities so that I can be in close touch with what goes on in the various Divisions and otherwise equip myself with first-hand knowledge of the needs of the several localities in the State. If, however, as the motion under discussion would indicate, I am expected to restrict my tours, I have nothing to say in the matter. At the same time, I would assure the House that I shall not exceed the limit and that my tours would be regulated by the requirements of the actual work.

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*): Sir, I am sorry that this motion of mine gave room for a large discussion like that. While I was going through the budget pages, I found an increase of 50 per cent. for the travelling allowance of the Chief Engineer. When I wrote down the motion, it was my object to know directly from him whether by demanding such a large sum he intended to do more substantial benefit to the people by effecting constant circuits or whether the amount put there was on account of any separate agreement between himself and the Government. That was all the idea that I had in my mind when I wrote out the motion. The statement made by Mr. A. K. Piliai that I made a mistake in putting Rs. 1,000 instead of Re. 1 or Rs. 10 is not right. I was not mistaken in putting the present figure there. That this was my object will be evident from the last sentence of my first speech. It was this: "I hope that Mr. Vipan will kindly accept the cut or boldly state he wants this sum" I only expected a statement from him to the effect that he has demanded this larger sum for the purpose of touring in the different parts of the State.

When I moved this motion, I stated two reasons and I believe these two reasons of mine have not sufficiently been attacked. But the opposition raised by some of my friends on this side of the House seems to be based on the fact that the Chief Engineer is new and we can expect from him more work.

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MR. S. PIRAVIPERUMAL PILLAI (*Commerce and Industry, South*): May I know from the member whether he knows from the statement given by the Chief Secretary that in view of the enhanced rates of travelling allowance the present Chief Engineer requires a greater amount for the same travelling done by the former Chief Engineer? Did he calculate that?

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*): I am not concerned with that at all as I am not going to press the motion. But I may state here that the reasons I stated when I moved the motion have not been explained by any of the previous speakers. As I have already gained my object in having moved this motion, I shall be very glad to withdraw the motion.

The motion was, by leave of the House, withdrawn.

Motion 4.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): Sir, I beg to move the following motion:—

4. To reduce the allotment of Rs. 4,500 for travelling allowance by Rs. 10.

ഈ മോഷൻകൊണ്ടു ചീഫ് എൻജിനീയരുടെ സഞ്ചാരപ്പടി കുറയ്ക്കണമെന്നുള്ള ഉദ്ദേശം എനിക്കില്ലാ. എന്നാൽ ഇതിനു മുമ്പുള്ള ചീഫ് എൻജിനിയർ ൧൬൦൦ മുതൽ ൧൮൦൦ രൂപാവരെ സഞ്ചാരപ്പടിവകയ്ക്കു ചിലവാക്കിവന്നിരുന്ന നിലയിൽ സക്കീട്ടുചെയ്താൽ പോരെന്നു പറയാനാണ് ഈ മോഷൻ കൊണ്ടുവന്നിട്ടുള്ളതു്. ഇവിടെ ഇരുന്നിട്ടുള്ളതിൽ ചില ചീഫ് എൻജിനീയർമാർ ഈ രാജ്യത്തുള്ള പല റോഡുകളും കാണാൻ ഇടയായിട്ടില്ല. അതിന്റെ ഫലമായി ചീഫ് എൻജിനീയർ പരിശോധിക്കാത്ത റോഡുകളെ ഡിവിഷൻആഫീസരും പരിശോധിക്കാതെ കഴിക്കുന്നു. എക്സിക്യൂട്ടീവ് എൻജിനീയർ പരിശോധിക്കാത്ത റോഡുകളെ സബ്ഡിവിഷൻആഫീസരും പരിശോധിക്കാതിരിക്കുന്നു. ഈ രാജ്യത്തിലുള്ള പലറോഡുകളേയും സബ്ഡിവിഷൻആഫീസർ മുതൽ അങ്ങേഅറ്റം ചീഫ്ഇഞ്ചിനീയർ വരെ കാണാൻസാധിച്ചിട്ടില്ല. അതിന്റെ ഫലമായി ഈ റോഡുകളിൽ വാഹനങ്ങൾകൊണ്ടുപോകാൻ നിവൃത്തിയില്ലാതിരിക്കുന്നു. ഇങ്ങനെയുള്ള പലറോഡുകളും ഈ രാജ്യത്തിൽ പലയിടത്തും ഉണ്ടു്. ഇതിനു് ഇടയാക്കാതെ എക്സിക്യൂട്ടീവ് ഇഞ്ചിനീയർ, സബ്ഡിവിഷൻ ആഫീസർ, സെക്ഷൻ ആഫീസർ, ഇവർ ഗതാഗതസൌകര്യങ്ങളെ ശരിയായവിധത്തിൽ പരിശോധിക്കേണ്ടതാണെന്നും പുതിയ ചീഫ് എൻജിനീയരുടെ പരിശോധനകളിൽ അവരെ പഠിപ്പിക്കണമെന്നും പറയാനാണ് ഈ മോഷൻ ഇവിടെ കൊണ്ടുവന്നതു്.

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MR. A. VIPAN (*Chief Engineer*): Sir, I will take note of the matters mentioned by Mr. Kumara Pillai and I shall give my best thoughts to them.

MR. A. J. JOHN (*Vaikam*): Will the Chief Engineer be pleased to publish his tour programme beforehand?

MR. A. VIPAN (*Chief Engineer*): I have considered that, Sir; and I propose to address the Government on that matter.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): I beg to withdraw the motion.

The motion was, by leave of the House, withdrawn.

Motion 5.

The following motion was not moved :—

MR. A. J. JOHN :

5. To reduce the allotment of Rs. 4,500 for travelling allowance by Rs. 5.

Motion 6.

MR. K. MADHAVAN PILLAI (*Trivandrum* cum *Neduvangad*): Sir, I beg to move the following motion :—

6. To reduce the allotment of Rs. 32,177 for Direction by Rs. 100.

Sir, I tabled this motion with the sole object of inviting the attention of this Council to the necessity of making some suitable improvements and placing the minor irrigation under some definite official. I do not want to take up the time of the Council by making any speech. But I shall point out that in British India where they have got only about 35 per cent. of the total area under cultivation occupied by rice, they are the largest exporters of rice in the world. 31 per cent. of our total cultivated area is taken up by rice cultivation and yet we are by our size and population the largest importers of rice. In British India, they have got about 8 per cent. of the cropped area under protective irrigation. In the Madras Presidency, about 18 per cent. is protected by irrigation. Here the Kodayar Project Division irrigates about 50,000 acres and the remaining 6¾ lakhs of acres of the total cultivated area are not irrigated. In this connection, what I wish to bring to the notice of the Council is this. When the total cultivated area is converted into *paras*, it comes to 51 lakhs of *paras*. Calculating the yield at the rate of 7½ fold, we should have produced in this country about 7,65,00,000 *paras* of paddy. This when divided will come to one *nazhi* of rice per head of the population per day. If our paddy lands did yield this, there would be no necessity to import paddy to the cost of nearly Rs 2,60,00 000.

We have not got a sufficient system of minor irrigation. In the Trivandrum taluk, some years ago, a committee was appointed to investigate the question of minor irrigation. They discovered 269 tanks in a state of disrepair and recommended their restoration emergently or urgently. These 269 tanks were intended to irrigate 4,000 acres of

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[Mr. K. Madhavan Pillai.]

paddy land, but tanks that were intended to irrigate 6,000 acres of paddy lands had disappeared. From this, it is plain that the minor irrigation is completely ignored. I therefore thought it necessary to invite the attention of the Council on this question that the minor irrigation should be placed under the supervision of some responsible officer, the most suitable being in my opinion the Agricultural Director. So, I propose that the minor irrigation be placed under the Agricultural Department with an engineering staff to carry on the works.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): മൈനർ ഇറിഗേഷൻ വേലകാംക്ക കൂടുതൽപണം അനുവദിക്കേണ്ടതാണെന്നുള്ള ഡാക്ടർ മാധവൻപിള്ളയുടെ അഭിപ്രായത്തോട് ഞാൻ പൂർണ്ണമായി യോജിക്കുന്നു.

തെക്കൻതിരുവിതാംക്കൂറിൽ നോക്കിയാൽ ക ക ൦ ൨-ൽ ഒരുലക്ഷത്തി പതിനാലായിരം രൂപാ പ്രൊഡക്ററീവും പ്രൊട്ടക്ററീവും ഇറിഗേഷൻ വകക്ക ചിലവാക്കീട്ടുണ്ട്. അടുത്തകൊല്ലത്തിലേക്ക് നൂറു, ൦ ൦ ൦-ൽ പരം രൂപായാണ ബഡ്ജററിൽ ചേത്തിട്ടുള്ളത്. ഇതിൽ മൈനർ ഇറിഗേഷൻവേലകാംക്കുള്ള ചിലവു കനം, ൦ ൦ ൦ രൂപായാണ്. അതിൽനിന്ന കുളം കുഴിപ്പിക്കുന്നതിന മാത്രം ക ൦, ൦ ൦ ൦ രൂപയെ ഉള്ളു. തോവാള, അഗസ്തീശപരം, ഇരണിയൽ, കൽക്കുളം, വിളവങ്കോട്, ഈ താലൂക്കുകളിലേക്ക കുളം കുഴിപ്പിക്കുന്നതിന ക ക ൦ ൩-ൽ ക൦, ൦ ൦ ൦ രൂപാ മതിയാകുമെന്ന നിശ്ചയിച്ചതു വളരെപര്താപക രമാണ്. ഈ താലൂക്കുകളിൽ അനേകകാലമായിട്ടു യാതൊരു മൈനർ ഇറിഗേഷൻ വേലകളും ചെയ്യാതെ മിക്കവാറും കുളങ്ങളും നികന്നാണകിടക്കുന്നതു് അവയെ കുഴിപ്പിച്ചു തരണമെന്ന കഴിഞ്ഞ ട൯കൊല്ലങ്ങളായി പ്രജാസഭയിൽ ഞാൻതന്നെ ബലമായി വാദിച്ചിട്ടുണ്ട്. എങ്കിലും അതുകളെ ഇതുവരെ നന്നാക്കി കിട്ടാൻ സിധിച്ചിട്ടില്ല. അടുത്തകാലം മുതൽ മൈനർഇറിഗേഷൻവേലകം അവശ്യമാണെന്ന ഗവർണ്മെൻറ് മനസ്സിലാക്കുകയും അതിൽപിന്നീട് മൈനർ ഇറിഗേഷൻ വേലകാംക്ക് പണം ചിലവാക്കിതുടങ്ങുകയും ചെയ്തു. ക ൧ ൯൯-ൽ കനം, ൦ ൦ ൦ രൂപാ ചിലവാക്കി. അതുക ഇപ്പോം കുറഞ്ഞു കുറഞ്ഞു പതിനായിരത്തിൽ എത്തിയിരിക്കുന്നു. മൈനർ ഇറിഗേഷൻ വേലകാംക്ക് ഈമാതിരി തുക അനുവദിച്ചു കൊണ്ടിരുന്നാൽ ഏതുകാലത്താണ് ഈ കുളങ്ങളെ നന്നാക്കാൻ സാധിക്കുന്നതെന്നും ഏതുകാലത്താണ് അതുകാം കൃഷിക്ക് ഉപയോഗപ്പെടുത്താൻ സാധിക്കുമെന്നും അറിയാൻ പാടില്ലാ. ഇവിടത്തെ ബഡ്ജററുകളെ ഒരു കൃഷിക്കാരൻ അത്യന്തം പരിശോധി

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ക്കുമ്പോൾ അവന്റെ മനസ്സിന് എന്തുമാത്രം വേദന ഉണ്ടാകുമെന്നുള്ളത് പറഞ്ഞറിയിക്കാൻ പ്രയാസമായിരിക്കുന്നു. കൃഷിക്കാരുടെ പ്രയത്നഫലങ്ങളിൽ നിന്നും പലവിധമായ നാമകരണങ്ങളോടുകൂടി അവരിൽനിന്നും ഭൂരിപക്ഷവും ഗവർണ്മെന്റ് ഈടാക്കുന്നു. അങ്ങിനെ അവരിൽനിന്നും ഈടാക്കുന്ന പണത്തെ ചിലവാക്കുന്ന ബഡ്ജറ്റിൽ അവരുടെ നന്മയ്ക്കു വേണ്ട പണം ഇല്ലെന്നു വരുന്നതായാൽ അവരുടെ മനസ്സിനു വേദനയുണ്ടാകാതെ എന്തുചെയ്യും ?

എത്രയൊ പ്രധാനമായ കൃഷിത്തൊഴിലിനേയും കൃഷിക്കാരേയും ഗവർണ്മെന്റ് എന്തൊ കാരണവശാൽ നീരസത്തോടുകൂടിയാണു നോക്കിവരുന്നതു്. എനിക്കു ഗവർണ്മെന്റിനോടു പറയാനുള്ളതു് കൃഷി അതിപ്രധാനമായ ഒരു തൊഴിലാണെന്നും ഈ കൃഷികൊണ്ടു് ഈ രാജ്യത്തേക്കു് ആവശ്യമുള്ള നെല്ലിന്റെ ൨/൩ ഭാഗം മാത്രമെ ഇപ്പോൾ കിട്ടുന്നുള്ളു എന്നും ശേഷം ൧/൩ ഭാഗത്തേക്കുവേണ്ടി പുറമേയുള്ള മറു രാജ്യങ്ങളേ ആശ്രയിക്കേണ്ടതായിരിക്കുന്നു എന്നുമുള്ള സംഗതി ഈ രാജ്യത്തെക്കു ഒരിക്കലും അഭിമാനകരമായിട്ടുള്ളതല്ലാ എന്നാണു്. അതിനാൽ കൃഷിയെ വർദ്ധിപ്പിക്കുന്നതിനായി മൈനർ ഇറിഗേഷൻ വേലകൾക്കു് കൂടുതൽ പണം അനുവദിക്കണം. അതിലേക്ക് ഗവർണ്മെന്റിന്റെ അധീനത്തിൽ വച്ചിട്ടുള്ള "റിസർവ് ഫണ്ടു്" തുക മുഴുവനും മൈനർ ഇറിഗേഷൻ വേലകൾക്കു് ചിലവാക്കണമെന്നാണു് എന്റെ അഭിപ്രായം. കൃഷിക്കാരോടും കൃഷിത്തൊഴിലിനോടുംഗവർണ്മെന്റു ഈ മാതിരി നീരസമായി പെരുമാറിക്കൊണ്ടിരിക്കുന്നപക്ഷം കൃഷി എത്രയോ പരിതാപകരമായ നിലയിൽ എത്തുമെന്നും അതിനാൽ ഗവർണ്മെന്റു് ഈ വിഷയത്തെപ്പറ്റി ഗൌരവമായി ആലോചിക്കേണ്ടതാണെന്നും അറിയിച്ചു കൊള്ളുന്നു.

MR. KURANDIPALLIL R. RAMAN PILLAI (*Quilon*) : മിസ്റ്റർ മാധവൻപിള്ളയുടെ അഭിപ്രായത്തോടു ഞാൻ യോജിക്കുന്നു. ഇപ്പോഴത്തെ നിലക്കു മൈനർ ഇറിഗേഷൻ വേലകളുടെ മുതല അത്രമില്ലാതെയാണു് ഇരിക്കുന്നതു്. വളരെക്കാലമായി പ്രജാസഭയിൽ മൈനർഇറിഗേഷൻ വേലകളെപ്പറ്റി യോഗങ്ങളിൽ തടസ്സംയായി ഞാൻ വാദിച്ചിട്ടുണ്ടു്. ആ അവസരങ്ങളിൽ ഓരോ മറുപടിയും കിട്ടീട്ടുണ്ടു്. എന്നാൽ അതനുസരിച്ചു് ഒന്നും നടത്തീട്ടില്ലാ. ഉദാഹരണമായി കൊല്ലംതാലൂക്കിൽ ഉള്ള ആടിച്ചനല്ലൂർ പകുതിയിലുള്ള കുണ്ടമൺ ചിറയിൽ നിന്നു വെള്ളം അതിന്റെ ചുറ്റാകെയുള്ള നിലങ്ങളിൽ കൃഷിക്കുപയുക്തമാകത്തക്കവണ്ണം ചീപ്പുകളും കലുങ്കുകളും കെട്ടിക്കണമെന്നു് ഈ കഴി

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[Mr. Kurandipallil R. Raman Pillai.]

ഞാപ്രജാസഭയിലും പറഞ്ഞു. എന്നാൽ ഇതുവരെ അതുനടത്തിത്തന്നിട്ടില്ലാ. കഴിഞ്ഞകൊല്ലത്തിലെ പ്രജാസഭയിൽ അതിലേക്കു പ്രത്യേകം ഒരു സൂപ്രവൈസരെ നിയമിക്കുന്നു എന്നും അദ്ദേഹം അന്വേഷണം നടത്തുമെന്നുമായിരുന്നു എനിക്കുതന്നമറുപടി. ഇതുവരെ സൂപ്രവൈസരെ അവിടെ കണ്ടിട്ടില്ല. എൻജിനീയർഡിപ്പാർട്ട്മെൻറുകാർ തൃപ്തികരമായി നടത്തുമെന്നു വിചാരിക്കാൻ നിവൃത്തിയില്ലാ. കൃഷിഡിപ്പാർട്ട്മെൻറുകാർ കൃഷിസംബന്ധമായ കാര്യങ്ങളിൽ ഇടപെടുന്നവരാകയാൽ ഇതുകളെ നടത്തുന്നപക്ഷം കുറേക്കൂടി തൃപ്തികരമായിരിക്കുമെന്നാണ് എന്റെ അഭിപ്രായം. അതിനാൽ മിസ്റ്റർ മാധവൻപിള്ളയുടെ അഭിപ്രായത്തോടു ഞാൻ യോജിക്കുന്നു.

MR. K. K. THOMAS (*Kottayam*): I wish to speak on the motion to draw the attention of the Government to the very bad provision made for minor irrigation in the Alwaye and Kottayam Divisions. On page xvi of the appendix to the budget, I find that a provision of Rs. 2,500 is made under this head for both the Alwaye and Kottayam Divisions, while the Quilon Division gets Rs. 19,000. For the Trivandrum Division, provision is below Rs. 10,000. All the rest goes to the Southern Division. I understand Mr. Kumara Pillai says that the amount for that Division is inadequate. As it is, I am not aware of any list either in the Executive Engineers' offices or in the Chief Engineer's office in which the canals and *chiras* in North Travancore which have once been of great use to the country are looked into and kept in repair. In the days of Dewan Peishkar Mr. Kappazham Raman Pillai, at Kottayam, some of these canals were widened. Later on, these canals have narrowed down into sluices. I would therefore request the department to send out an officer to prepare a list of these canals and *chiras* wich were once of great use to the country but are at present in a neglected condition. It will also be good if the department sends out an officer to investigate the possibility of improving the system of canals and tanks. There are certainly other items of work on which the Government have, in days gone by spent large amount of money. I would mention the Kanjikuzhi canal on the eastern side of the Kottayam Municipal limits. I had also brought this matter to the attention of the Government in two or three sessions of the Sri Mulam Popular Assembly. I did also interpellate the Government in regard to this. I understand that a report has been secured from the Executive Engineer under which Rs. 5,000 will have to be spent upon this canal. This canal serves the *puujapadams* in the northern area of Kottayam. In the northern portion of the taluk, there are large areas of *punja* which suffer from want of drainage. In the southern portion, there are large areas which do not yield as much as they would for want of silt

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supply. If the Government would look into the matter and widen and deepen this canal, at least by 2 feet, I think the water in the northern side would flow to the southern side and enrich those lands.

There are also other canals in the Kottayam Division. I am glad some provision is made in the budget for the Nalunakkal canal, between Changanachery and Kottayam. The ryots were prepared to co-operate with the department and spend money for this canal. With these observations I support the motion.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*) : Sir, the motion before the House being one under the total for Direction, I think it would not be irrelevant to bring some matters relating to the working of the Public Works Department to the particular attention of the Chief Engineer. Sir, you are fresh from British India and if you will know that—

PRESIDENT : You cannot address the Chief Engineer.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*) : I do not. Travancore is like a small district of British India and from a perusal of the several figures given in the budget, the House is more or less convinced that three-fourths are spent on the officers' salaries. In a small department like the Public Works Department of Travancore State,—

MR. K. K. THOMAS (*Kottayam*) : Is it a small department ?

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*) : I am speaking with reference to Travancore State. A large amount is spent on the Chief Engineer, seven Executive Engineers, eleven Assistant Engineers and a band of other officers. Therefore, I submit that the amount spent under salaries of high officers under Direction in this department is beyond all proportions. Sir, if the members of this House will call for a practical suggestion from me I may submit that I am not in a position to say anything. Anyhow, it is admitted and I hope all the members in this House and the public would admit that the expenditure incurred under direction is enormously heavy in all departments without exception in Travancore. To get some expert knowledge in this matter, I had some talk with one of the recognised Engineers who had been in the service and some other Engineers in British India. They convinced me that the whole Public Works Department in Travancore could be run by one Chief Engineer and two Executive Engineers. I place these facts before the House so that the new Chief Engineer will kindly consider whether it is possible to organise an efficient service with two Executive Engineers under him. All these Executive Engineers have no work in proportion to their pay. What the experience shows is that the country is being ruined more and more by adding more and more to the number of big officers with the result that the people are being ruined. I ask how many times the Executive Engineer, Trivandrum, has visited my own constituency ? He may not have gone anywhere there for some departmental purpose, but he might have gone there in connection with the visit of Her Highness the Maha Rani Regent or of some other person.

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[MR. K. P. Nilakanta Pillai.]

In this connection, I refer to the case of Ayirur dam. On this matter, I sent an interpellation to the Government which is itself one year old and the answer to that was that estimate has been called for. In spite of the big officers, the Chief Engineer, the Executive Engineers and others, they are not able to prepare it yet. But I would have supplied the same with the aid of some expert within fifteen days. I call particular attention to this particular fact because an area of 5,000 *paras* of paddy lands could be irrigated if a sum of Rs. 500 is spent on this dam. Sir, the history of this dam ranges back to more than six years. It was washed away in 1096. Till now, nothing has been done and this is the way in which the P. W. D. is working in spite of the fact that it has got a number of high-paid officers. There is no proportionate benefit to the general tax-payer by maintaining these high officers. Sir, I do not say these by way of any disparagement to the high-paid officers. Among Executive Engineers there may be very good men, men with great knowledge, men with honesty and integrity. That may be all right. But what is the benefit which the people are deriving from the work of these officers? I maysay it is almost *nil*. Therefore, on account of these facts, I say that this department is more top-heavy than any of the departments in the State. On a comparison with the districts in British India, if Travancore is not more than any district in British India in point of area, I cannot understandwhy there should be seven Executive Engineers, eleven Assistant Engineers and a host of Supervisors, etc. I submit these facts so that they may be considered by the new Chief Engineer.

MR. C. P. THOMAS (*Nominated*) : Sir, I wish to speak a few words to draw the attention of the Government to the inadequate provision made in the budget in the Kottayam Division for Protective Irrigation, especially in the taluk of Tiruvalla. I would emphasise the point raised by Mr. K. K. Thomas that the amount provided for this Division is so small when the amount for the whole State is taken into consideration. I would also draw the attention of the department to a particular work about which representations were made in the last session of the Sri Mulam Popular Assembly. In the eastern part of the Tiruvalla taluk, in the Tottappuzhasseri *pakuthi*, there are embankments called Edachira and Palakattilchira. 15 years ago, the people themselves constructed these embankments costing about Rs. 3,000. During the floods of 1099, the embankments were damaged and they have affected the cultivation of 1,500 *paras* of paddy lands. Now 300 *paras* of paddy lands lie entirely without cultivation. I understand that six months ago a Special Investigation Officer prepared an estimate for improving these embankments. But nothing has come out of it. So, I would point out the necessity for these two embankments being widened and raised. In this connection, it is also necessary that the canal which runs under the bridge at the 10th mile in the Tiruvalla Kozhenchery road should be widened and deepened.

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Passing on to the necessity for the head of the department paying more attention to the needs of the rural areas, I would draw the attention of the Chief Engineer to a representation that has been made several years ago with regard to a small road that branches from the 81st mile, Main Central road, to the Kidangannur market. It is a road 3 miles long. The people of this Kidangannur region, six years' ago, cut the road and had even provided the culverts and small bridges required. And I understand that they have been asking only that the department might take up the small road for maintenance. Although they have been asking for it these six years, I understand that no favourable orders have yet been passed. When the poor people of a village have done so much by way of self-help, the department has not done anything to help them by taking up the road for maintenance. I hope this will attract the attention of the Chief Engineer and the necessary action will be taken as early as possible.

The Council adjourned for lunch at 2-2 P. M.

The Council reassembled at 2-51 P. M.

PRESIDENT: On a question of procedure, I promised to give you my ruling this afternoon. The whole difficulty arises when various members speak on a token motion and all do not speak on the same issue. The danger is that of the dispersal of votes, grouped as it were to one end, but each having a different motive or intention behind it. It will not be possible either for the House or for the Government to determine on which particular issue the vote is recorded. The whole issue is obscured and we cannot have clarity or intention made manifest unless the vote is given upon one particular issue. That will not be practicable, as I explained, when several issues come in.

I rule that, on a token motion, for a nominal cut in any item in the budget, any question of policy relating to that item may be discussed. But if the discussion goes upon matters not raised by the mover, the vote of the House may not amount to a decision on the matter raised by him. If any matter is raised by a subsequent token motion, the President will decide whether the vote of the House on a previous token motion did, in fact, amount to a decision on that same matter. This ruling is provisional. We will see how it works in the course of this session, and later on, in the light of further experienee and further examination of the subject, we will, if necessary, revise it.

MR. T. J. MATTHEW (*Changanachery* cum *Peermade*): While we are on the subject of irrigation, I wish to bring to the notice of the Chief Engineer the necessity of opening the two proposed canals in the Changanachery taluk. I refer to the Chalakkalpadam canal and the Kuttapuzha *todu*. The Chalakalpadam canal was begun some years ago and I understand that about Rs. 30,000 have been spent on the work. But one of the Executive Engineers then in charge of the Kottayam Division seems to have been of opinion that a canal a few miles to the north of the Chalakkalpadam cannal must be the one that

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[Mr. T. J. Matthew.]

ought to be opened and the work on the Chalakkalpadam canal was suspended. I would request the Chief Engineer to go and inspect the site and see which of the canals would benefit the paddy cultivators who own lands on the western side. I know that there are reports in the hands of the Government which would go to show that large areas of *punja* lands will be benefited by the opening of this canal. I also understand that the Special Irrigation Officer has recommended the opening of the Kuttapuzha canal. With these few observations, I again request the Chief Engineer to inspect the spot and see to the feasibility of opening the Kuttapuzha canal.

MR. G. NARAYANA PILLAI (*Tiruvalla*): Sir, I also support the motion with a view to invite the attention of the Government to minor irrigation works in the Tiruvalla taluk. I understand that a special officer was for some time investigating the irrigational facilities of the taluk and that he has sent up a report. I do not know what works were recommended by him to be taken up and what orders were passed by the Government for those works being carried out. I have repeatedly interpellated the Government upon this matter but my interpellations remain unanswered. The inhabitants of the Kaviyur *pakuthi* have long been complaining about the necessity of opening the Kuttapuzha canal. But from the answer given to an interpellation of Mr. T. J. Matthew, at a prior sitting of the Council, it appears that the Public Works Department is not in favour of opening it. I would like to know whether the Special Officer has made any alternative suggestion to improve the condition of the Kaviyur paddy field, and, if so, what. I find from the budget that a few thousand rupees have been allotted for irrigation works in the Kottayam Division and I hope that a fair portion of this will be spent in taking up some of the useful works recommended for Tiruvalla by the Special Irrigation Officer.

MR. A. J. JOHN (*Vaikam*): Sir, the condition of irrigation and drainage canals is very unsatisfactory so far as North Travancore is concerned. On account of the heavy rainfall and the annual floods, the Kanni crop in many parts of North Travancore is generally damaged almost every year. So far as the Vaikam taluk is concerned, it could be seen from the repeated represenatitons in the Assembly and in this House that certain canals are urgently needed at Vaikam. In each session of the Assembly, this matter was one of the subjects. Even then, the grievances are not redressed. In the twenty-first, twenty-second and twenty-third sessions of the Assembly, the names of certain canals were mentioned which required immediate repairs. That there are many such canals in Vaikam could be seen if one makes a local visit. On account of repeated representations, the Government allotted some amount in recent years. But the department without the slightest regard for the needs of the people allowed the major portion of the amounts to lapse. I may cite some instances. In 1101, a sum of Rs. 2,000 was sanctioned for Kaniyan *todu*, but the amount

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spent is Rs. 79. The amount allotted for this year was Rs. 1,000, but the amount spent is Rs. 68. For improving the Vallayil *todu*, the amount allotted in 1101 was Rs. 1,500; but the amount spent is Rs. 40. In the last budget, a sum of Rs. 1,000 was allotted for improving certain irrigation canals in the Vaikam taluk, but the only amount spent is Rs. 300 and that to improve the Perinchila *todu*. From these figures, it could be asserted that the officers are not at all anxious to meet the demands of the people, but that they are doing business as they please. The present Chief Engineer should therefore be very vigilant over his subordinates and see that at least the amount sanctioned is spent in each place. I support the motion.

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*): I also rise to support the motion. The question of irrigational facilities in the State is of very great importance. That is admitted by all. The yield of the paddy lands in the State is becoming poorer and poorer, year after year. That is known to all of us. It is the lack of water convenience that stands in the way of our paddy cultivation. The head *chiras* or tanks which originally existed as feeders for our paddy fields have of late been registered away probably to swell up the revenues of the State. The canals or the water courses that border our paddy fields have become too deep for the water to be lifted up for agricultural purposes. Even breaches caused by occasional floods in many of them remain unclosed or unrepaired. This state of affairs will be found to exist in all the taluks of the State. The present policy of allotting some money for irrigational works and spending it in one or two taluks of the State is not at all proper. From a perusal of the Administration Report of the Public Works Department for the past so many years, it will be seen that irrigational works were not being carried on in all the taluks of the State every year. From an answer given to my interpellation, asked on the 3rd February 1925, it will be seen that the money for irrigational works was all spent in 10 or 12 taluks of the State. So also, in 1100 and 1101, it will be seen from the Report that ordinary minor irrigation works were not at all carried out in any of the taluks of the State. For the Public Works Department seem to have been confining their attention to the restoration of damages caused by the floods of 1099. So, I submit that for the past two years no substantial amount has been spent by the Government in the matter of this all-important question of irrigational facilities. I have known, Sir, that the Public Works Department deputes what are called Special Officers every year to investigate the scope of minor irrigation works in the different taluks of the State. I think I have in this session asked the Government to let us know the results of the investigations that have been made by the Special Officers, but I have got no reply yet. I hope to get a reply in the course of this session. The responsibility of carrying out irrigational works does not seem to have been felt by the present authorities concerned to the same extent as it is desired. So, the suggestion made by Mr. Madhavan Pillai of vesting the responsibility for this upon a responsible officer whom the people can freely approach and point out

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[Mr. C. P. Kochukunju Pillai.]

the works they need is of absolute necessity. Of course, paddy is the staple food of the country and we all know that the yield we get now-a-days from our paddy fields is enough only to support 40 per cent. of the population. With these few observations, I support the motion of Mr. Madhavan Pillai.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ഞാൻ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു. ഗതാഗതം സംബന്ധിച്ച് ഓരോ താലൂക്കിനും വേണ്ടി ബഡ്ജറിൽ തുക ചേർക്കാറുണ്ട്. എന്നാൽ അവയെ ആണ്ടുതോറും അതാതു വേലകൾക്കു ചിലവു ചെയ്യുന്നുണ്ടോ എന്നു നിഷ്കൃഷ്ടയായി മേലുദ്യോഗസ്ഥന്മാർ പരിശോധനനടത്തുകയും ചിലവു ചെയ്തിട്ടില്ലെങ്കിൽ അതിന്റെ കാരണം അന്വേഷിച്ച് അതിനു പരിഹാരം ഉണ്ടാക്കുകയും ചെയ്യാത്തതു നിമിത്തമാണ് ഇപ്പോൾ ഗതാഗതവിഷയത്തിൽ ചില താലൂക്കുകാർ വളരെ സങ്കടം അനുഭവിക്കേണ്ടിവരുന്നതു്. ക ക ൦ ക-ലും ക ക ൦ ഛ-ലും മൂവാറ്റുപുഴ, തൊടുപുഴ മുതലായ താലൂക്കുകളിൽ ചിലറോഡുകൾക്കു പണം അനുവദിച്ചിട്ടുണ്ടായിരുന്നു. എന്നാൽ അതു രണ്ടു കൊല്ലത്തിലും ലാപ്സായി പോകുകയാണു ചെയ്തതു്. ക ക ൦ ക-ൽ വാഴക്കുളം-വഴിത്തല റോഡിനു ൨,൦൦൦ രൂപയാണ് അനുവദിച്ചിരുന്നതു്. അതിൽ ഒരു പൈപോലും ചിലവാക്കിട്ടില്ല. ക ക ൦ ഛ-ലും ഇതേ തുക തന്നെ ചേർത്തു. അതും ഇതാ ആണ്ടവസാനമായി, ഒരു പൈപോലും ചിലവു ചെയ്തിട്ടില്ല. ക ക ൦ ഛ-ൽ അനുവദിച്ച വാരപ്പട്ടി-നാവക്കാട്ടു റോഡിന്റെ തുകയും അശേഷം ചിലവു ചെയ്യാതെ ലാപ്സായി. വിളമ്പിവച്ച ആഹാരസാധനം തിരിയെ എടുത്തുകൊണ്ടു പോകുന്നതു പോലെയാണ് ഇതു്. ജനങ്ങൾക്ക് ഇ ദ്രോഹംഭംഗം നേരിടുന്ന ഒരവസ്ഥ ഇതുപോലെ വേറെ ഇല്ല. ഇതിനെല്ലാം കാരണം കീഴുദ്യോഗസ്ഥന്മാരുടെ ഉദാസീനതയാണ്. വലിയ തുകയൊന്നുംതന്നെ ചേർക്കാറില്ലാ. കഷ്ടിച്ച് ഒന്നരമൈലോ രണ്ടു മൈലോ റോഡു വെട്ടുന്നതിനു് ആയിരമോരണ്ടായിരമൊ രൂപയാണു ചേർക്കുന്നതു്. അതു് ആണ്ടവസാനത്തിൽ ലാപ്സായി പോവുക എന്നുള്ളതു വലിയ കഷ്ടമാണ്. സർവെ ചെയ്യുന്നതിനും എസ്റ്റിമേറു തയാറാക്കുന്നതിനും താമസംവരുന്നതുകൊണ്ടു, പുതിയവേലകൾ ബഡ്ജറിൽ ചേർക്കാൻ സൌകര്യമില്ലാതെ വരുന്നു. അതുകൊണ്ടാണ് അത്യാവശ്യമാണെന്നു ചീഫ് എൻജിനീയർക്കു ബോധ്യപ്പെട്ട റോഡുകൾക്കും ബഡ്ജറിൽ പണംചേർക്കാത്തതെന്നു ചീഫ് എൻജിനീയർ പറയുന്നു. മൂവാറ്റുപുഴ സ്ക്കീട്ടായി വന്നപ്പോൾ അവിടത്തെ പ്രജാസഭ മെംബർ, നിയമസഭമെംബർ, മുതലായവർ അദ്ദേഹ

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ത്തെക്കണ്ട് സംഗതികൾ ധരിപ്പിക്കയും വളരെക്കാലമായി തുടർച്ചയായിട്ട പ്രജാസഭയിൽ വാദിച്ച കൊണ്ടിരുന്ന മൂവാറുപുഴ തൊടുപുഴ താലൂക്കുകളിൽ അത്യാവശ്യമായ ചില റോഡുകളുടെ ലിസ്റ്റ് കൊടുക്കുകയും ചെയ്തു. അടുത്ത ബഡ്ജറിൽ അവയ്ക്കു പണം ചേർക്കാമെന്നു ചീഫ് എൻജിനീയർ വാഗ്ദാനവും ചെയ്തു. എന്നാൽ അവയിൽ ഒരു റോഡിനുപോലും പണം ബഡ്ജറിൽ ചേർത്തിട്ടില്ല. സർവ്വെയും എസ്റ്റിമേറും തീർക്കുന്നതിൽ കീഴിലുള്ളവരുടെ ഉദാസീനതകൊണ്ടായിരിക്കും ചേർക്കാനിടയാകാഞ്ഞതെന്നറിയുന്നു. ഈ വകുപ്പിൽ കഴിഞ്ഞ ആണ്ടത്തെക്കാൾ ൪,൦൦,൦൦൦ രൂപാ കൂടുതലായിട്ട ചിലവുചെയ്യുന്നുണ്ട്. അതിൽ റോഡുകൾ കുറവുള്ള വടക്കൻ താലൂക്കുകളിൽ പുതിയ റോഡുകൾക്കു കുറച്ചെങ്കിലും ചിലവുചെയ്തിരുന്നാൽ സമാധാനമുണ്ടായിരുന്നു. ഇനി ഒരു ആശമാത്രമെയുള്ളു. അതായതു ൩൦,൦൦൦ രൂപാ ചീഫ് എൻജിനീയരുടെപക്കൽ റിസർവുണ്ട്. അതിൽനിന്നെങ്കിലും അത്യാവശ്യമുള്ളവയ്ക്കു ചിലവു ചെയ്യുമെന്നാണ്.

ഉത്തരതിരുവിതാംകൂറിലാണ് ഗതാഗതസൌകര്യം വളരെകുറവുള്ളതെന്നും, തെക്കൻ തിരുവിതാംകൂറിൽ ഒരു ചതുരശ്രമൈലിന് ഒരു മൈൽ റോഡുണ്ട് എന്നും ഗവർണ്മെൻറു ഡയറക്ടറിയിൽ പറയുന്നുണ്ട്. മൂവാറുപുഴ, തൊടുപുഴ മുതലായ താലൂക്കുകളിൽ ജലമാർഗ്ഗമായ സഞ്ചാരത്തിന് സൌകര്യമില്ല. കരമാർഗ്ഗമായി സഞ്ചാരത്തിനുവേണ്ട റോഡുകളുമില്ല. റോഡുകൾ ഉള്ളിടത്തേക്കാണ് ഇപ്പോൾ അധികച്ചിലവു ചെയ്യുന്നത് മറുള്ളവക്കു കൂടുതൽ സൌകര്യങ്ങൾ നൽകുന്നതിൽ ഞങ്ങൾക്കു വിരോധമില്ല. അവക്കും കൊടുക്കേണ്ടതുതന്നെയാണ്. എന്നാൽ ഞങ്ങളുടെ കായ്വും വളരെ പരിതാപകരമാണ്. ആഹാരം കഴിച്ചവക്കു പലഹാരം കിട്ടിയില്ല എന്ന സങ്കടമാണ് മറുള്ളവർക്കുള്ളത്. ഞങ്ങൾ ആഹാരം കിട്ടാതെ പട്ടിണി കിടക്കുന്നവരെപോലെയാണ്. മൂവാറുപുഴ മുതലായ താലൂക്കുകളിൽ പല ഭാഗങ്ങളിലും സാമാനങ്ങൾ തലച്ചുമടായിട്ട കൊണ്ടുപോകേണ്ടിയിരിക്കുന്നു. വണ്ടിയിൽ കൊണ്ടുപോകുന്നതിനെക്കാൾ പത്തുമടങ്ങു ചിലവുണ്ട് തലച്ചുമടായി സാമാനം കൊണ്ടുപോകാൻ. സാധാരണ വഴിയിൽ കൊണ്ടുപോകുന്നതിന്റെ നൂറിലൊരുപങ്കേ ഒരാൾ വഹിക്കു. ഈ സ്ഥിതിക്കു ഞങ്ങളുടെ നില എത്ര കഷ്ടമാണ്? ഞങ്ങളുടെ താലൂക്കുകളിൽ കുറെനാൾ നല്ലവണ്ണം സഞ്ചരിക്കുന്നതിനും, അത്യാവശ്യമുള്ള റോഡുകളേതെല്ലാമെന്നു നിശ്ചയിച്ചു അവയ്ക്ക് എസ്റ്റിമേറും പ്ലാനും തയ്യാറാക്കിച്ചു ഉടനെ വേല നടത്തിക്കു

[Mr. Tariatu Kunjitomman.]

ണമെന്നും ഉടനെ ചീഫ് എൻജിനീയരെ ഗവർമ്മെൻറു ശട്ടംകെട്ടണം. എന്നാൽമാത്രമെ ഞങ്ങളുടെ സങ്കടങ്ങളും അസൌകര്യങ്ങളും കുറെക്കാലം കൊണ്ടെങ്കിലും പരിഹരിക്കു.

MR. KALLUR NARAYANA PILLAI (*Pattanamtitta*): സർ, മിസ്റ്റർ മാധവൻപിള്ളയുടെ ഉപക്ഷേപത്തെ ഞാൻ ഹാർട്ടായി പിൻതാങ്ങുന്നു. ഇതിലുള്ള പ്രധാനതത്വം മൈനർ ഇറിഗേഷൻവേലകം കൃഷിഡിപ്പാർട്ടുമെൻറിലേക്കു വിട്ടുകൊടുക്കണമെന്നാണു. ഇപ്പോൾ റവന്യൂഡിപ്പാർട്ടുമെൻറും എൻജിനീയർഡിപ്പാർട്ടുമെൻറുംകൂടി സഹകരിച്ചാണു് ഈ ജോലികൾ നടത്തുന്നതു് ഇതിൽ വലിയ ദോഷമുണ്ടു്. റവന്യൂഡിപ്പാർട്ടുമെൻറു മുതൽ വർദ്ധിപ്പിക്കണമെന്നുള്ള വിചാരത്തോടുകൂടി നടത്തപ്പെടുന്നതുകൊണ്ടു് ദിവാൻപേഷ്കാർ നിവൃത്തിയുള്ളിടത്തോളം സ്ഥലം പതിച്ചുകൊടുക്കുന്നതിനു നോക്കും. ഇതിൽ ഇറിഗേഷൻ കുളങ്ങളും കൂടി ഉൾപ്പെടും. സാധാരണ കൃഷിക്കാർക്കു് അവരുടെ പരാതികൾ പറയാൻ റവന്യൂഡിപ്പാർട്ടുമെൻറിനെത്തന്നെ അഭയം പ്രാപിക്കേണ്ടിയിരിക്കുന്നു. എൻജിനീയർഡിപ്പാർട്ടുമെൻറിൻെറ അദ്ധ്യക്ഷം യൂറോപ്യനായതുകൊണ്ടു് ആഡിപ്പാർട്ടുമെൻറിനെ അഭയംപ്രാപിക്കാൻ മിക്കവാറും കൃഷിക്കാർ മടികാണിച്ചുവരുന്നുണ്ടു്. എന്നാൽ കൃഷിയെ സഹായിക്കുന്നതിനു പ്രത്യേകം ഒരു ഡിപ്പാർട്ടുമെൻറുള്ള സ്ഥിതിക്കു മൈനർ ഇറിഗേഷൻ വർക്സിനുള്ള അധികാരംകൂടി ആ ഡിപ്പാർട്ടുമെൻറിനെ ഏല്പിച്ചാൽ അതു് എല്ലാംകൊണ്ടും ഉപകാരപ്രദമായിരിക്കുമെന്നാണു് എൻെറ അഭിപ്രായം. അതുകൊണ്ടു മിസ്റ്റർ മാധവൻപിള്ളയുടെ ഉപക്ഷേപത്തെ ഞാൻ ഹാർട്ടായി പിൻതാങ്ങുന്നു.

MR. G. RAMAN MENON (*Mavelikara cum Kartikāpalli*): Sir, I support this motion inasmuch as it has brought before this House the necessity on the part of the Government to devote more attention to minor irrigation works. I should have put it on a broader basis and said that the Government should pay more attention to rural reconstruction; but since the mover has confined his attention to one item alone, I shall also confine my attention to that. In many parts of Travancore, the rural areas are now in a worse condition as regards facilities for agriculture and industries than about 50 years ago. In many parts, we can find irrigation tanks and irrigation channels in absolute ruins without serving any purpose whatsoever except causing danger to the passers-by. They are so much out of repair. In many places, drainage channels which are also a part of irrigation works and which are necessary for the proper cultivation of paddy fields have been wholly encroached upon or have been rendered absolutely useless. In all such cases, the

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Government have not been paying any considerable degree of attention. By the complaints made by the people through their representatives, sometimes the P. W. D. may set aside some small sum for looking after some work—for *investigating* some work, as they call it. In one year, a small sum is allotted for a particular work. But after some time, the item disappears altogether. I can quote some examples of what I am saying. There is a place in the Mavelikara taluk called the Karingali-chalu *punja*. The owners suffer for want of a drainage channel for that *punja*. I brought it to the notice of the Chief Engineer and in one year a small sum was allotted for the purpose of opening that channel. Next year, it was not seen at all. I had pressed on the attention of the Government that a larger sum was necessary, but all these things resulted at last in the item disappearing from the budget altogether. There are several other cases where, in the interests of agriculture, not only are irrigation works necessary but roads also for carrying manure. For agriculture, cheap manure is required. Otherwise, it will not be possible for the agriculturists to use manure at all. For that purpose, roads are wanted. I have been pressing for 10 or 12 years upon the attention of the Government the necessity for roads from east to west in the taluks of Kartikapalli and Karunagapalli which border on the lakes. There, many north-to-south roads are not very necessary, because we can go by boats. We want east-to-west roads for facilitating trade and commerce, especially transport of manure. All these things have been very often brought to the notice of the Government. Sometimes they promise; they say they recognise the necessity; but nothing is done in practice. So, some drastic remedy is required for this state of affairs. I support the motion in so far as it relates to the necessity for greater attention being paid to this item of work by the Government. But I don't know whether the entrusting of this work to the Agricultural Department will be practically wise, because that will lead to the creation of more officials, which is undesirable, as Mr. K. P. Nilakanta Pillai has been pointing out. Even as it is, the departments are top-heavy. So, I think I cannot support the idea of handing over the minor irrigation works to the Agricultural Department. But the Government ought to do something for promoting agriculture and industries by the creation of irrigation works and the construction of roads in areas which have been hitherto neglected. The Government should conduct a proper investigation and see which areas have been neglected and allow more money to those areas.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): I also wish to support the motion of Mr. Madhavan Pillai. My object in doing so is to draw the attention of the Government as also of the department towards certain works that are being executed by it. The first thing that I have to urge upon this House is the road work that is taken up by the department. For instance, there is the Tottapalli road which, I believe, is within the experience of many of the members of this House. This road was completed only a year ago. And we recently saw that traffic was closed on that road for about three or four weeks. The monsoon had done very great damage to this road and therefore it had to be closed

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[Mr. K. Sivarama Panikkar.]

Almost all the roads, except probably a few of the metalled roads in the State, are of this nature. They have to be improved considerably. To come nearer home, I may say that the roads in the Shertallai taluk are much worse. I have pointed out this fact to the Chief Engineer as well as to the other officers concerned. I have also brought it to the notice of the Government by means of interpellations now and then. But nothing was done to improve the condition of such roads. I have serious complaints in particular about the Shertallai-Arutungal road and the Shertallai-Tanneermukkam road. About these roads, I have written several letters to the office of the Chief Engineer and yet the department did not pay sufficient attention, until at last, a few weeks back, the Chief Engineer visited the place. He had to go along the two roads and inspect them by walking some distance. It was with him only, I must say, that the officers under him witnessed this place for the first time, although they have been there for so many years. Even early this year, when a supplementary demand was brought up to this House, it was allowed with strict injunction to complete the Alleppey-Shertallai road, by the end of this Karkatakam. But, I now understand that it will not be finished within that time, and it will take another month more. I do not know why it had to be delayed. As soon as the grant was allowed, I wrote to the Chief Engineer's office pointing out that there was a small bridge, not greater than a big culvert, to be constructed and, if that was not constructed this year, before the monsoon begins, it would be rather difficult to finish the bridge construction and traffic would be impossible. However, the matter was not taken notice of and the result was, as I predicted, that the bridge was not built. When this was intimated to the Chief Engineer, he took prompt action, and now I understand that it has been built up to the ground level, and the matter lies over there.

Another thing which I wish to bring to the notice of the House is, as I have stated in my budget speech, about the money that is lapsing year after year. From the report of the Financial Secretary, we saw that nearly Rs. 57,000 lapsed last year, and we do not know anything about the money that is going to lapse this year. From what Mr. John said, we are able to understand the amount that has lapsed so far as Vaikam is concerned. In Shertallai, I know the amount of money that has lapsed out of the grant that was allotted for Arukutti-Shertallai road and Arur-Shertallai road. Except a small fraction, the whole amount has lapsed or is going to lapse. Nothing tangible was done towards the northern end. It is because this taluk is divided into two sections, one under the Alwaye Division and the other under the Kottayam Division. It is geographically impossible for the Division Officer of Alwaye to come and inspect Shertallai. I earnestly recommend that inasmuch as there is a separate Section opened for Shertallai, it might be included under one Division, whether Kottayam or Alwaye. It must be under one Division Officer. When there was a proposal to suspend the work in connection with the main canal, there was also a proposal to construct certain cross canals. The necessity for opening cross canals in the Shertallai taluk had been urged very often, and I thought that

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there would be some provision in the next year's budget for new cross canals. I am sorry that no provision is made. I hope the Chief Engineer will attend to all these things early and see that something is done for the taluk.

MR. K. I. JOSEPH (*Minachil* cum *Devicolam*): Sir, it has been suggested that the control of the minor irrigation work should be left with the Director of Agriculture. I don't know how far it is wise or practicable to entrust it to that officer. It is for him to say whether he has got sufficient convenience and experience in this line. For my own part, I may say that such a transfer of control may lead to distraction of his attention to the main work of his department. I fear we northerners may suffer more on this account. It is also not to be expected that in the matter of proper supervision and management of these works the Director of Agriculture will be in a position to do it as efficiently as the Public Works Department. Anyhow, I would suggest that in this matter of minor irrigation the Director of Agriculture should have powers to investigate the needs and then report to the Government and the Government ought to do the necessary things on the report of the Director. I think that would be a safe course to be adopted in the interests of all concerned. As regards the suggestion made by Mr. K. P. Nilakanta Pillai, I may say that I quite agree that the expenditure on the Executive Engineers is too much. I believe that, with a smaller staff, the present work could be carried on. There need be no uneasiness on account of the present holders of the offices concerned. The Government can draft some of them in connection with the Water Supply Scheme which they have in their mind. I strongly suggest that the Government should do something in this matter. I also hope that the Chief Engineer will consider the matter from all standpoints. Another point raised was as regards the utilisation of the reserve funds left with the Government and the Chief Engineer. Mr. Kunjitomman wants them to be devoted to Muvattupuzha and Todupuzha, while Mr. T. Kumara Pillai likes to have them for minor irrigation work. I may say that the Chief Engineer has not yet made a tour all over the State and I believe it is his business to find out which part of the State requires more immediate attention than others. For my own part, I don't want to be selfish on behalf of my own taluk. If after inspection the Chief Engineer finds that this portion of the State is neglected more than others, I would request him to spend the major portion of the amount on behalf of my own taluk. Another point which I wish to bring to the notice of the Chief Engineer is that everywhere there is a great complaint as regards the management of the roads and other ordinary means of communication. I would suggest that the best way of doing away with the complaint is to have local bodies established and to leave these minor affairs in their hands. I mean that the construction and maintenance of roads, culverts, etc., may be handed over to them. In regard to bigger things, the Government should take the initiative and do the needful. A certain proportion of the revenue from each locality may be entrusted to these bodies. Then, all these complaints will disappear. I would request the Chief Engineer to devote his attention to this point also.

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MR. A. K. PILLAI (*Karunagapalli*): I wish to avail myself of the opportunity afforded by the motion of Mr. Madhavan Pillai to draw the pointed attention of the Government to the importance of minor irrigation. Minor irrigation works are not after all very minor. We have got few minor irrigation works from the point of view of the economic development of the country. I may say that the Government's angle of vision in the matter has to be changed. We can forego any other department, but we cannot forego the department that will be entrusted with the irrigation works of the State. Sir, we must launch, and launch immediately, on a vigorous campaign of economic and rural reconstruction. The phrase rural reconstruction has been long before us and I am afraid that it is losing its gravity. But the Government have not yet begun to recognise the demand that is being made by the representatives of the people. Minor irrigation works go a long way not only in alleviating the distress of the agriculturists, but will be helping them to produce more for the State. I do not know how far the idea of entrusting it to the Agricultural Department will be successful. The Agricultural Department is claimed to be an experimental department dealing with scientific matters. I have not yet known any claim advanced from the Government side that it is no more than an experimental department. We want this matter to be entrusted to an executive body. I would suggest that the Development Board might be transformed to do some really useful work for the State. I admit that the idea of taking up this work by Local Boards is very good. From my own experience of the Village Panchayats and other popular representative bodies, I am not quite sanguine about the practicability of that suggestion, especially when we consider the importance of minor irrigation works for the welfare of the State. Therefore, I would very strongly plead that the Government should bestow very serious attention on this question and devise some means of promoting irrigation works of the State and entrust the whole work to an important first class administrative power with executive facilities. This matter is not to be viewed as a detail arising from the Public Works Department, but as a first class issue to be considered by the Government.

MR. A. VIPAN (*Chief Engineer*): Sir, I have to regret the absence of any indication in the notice of motion as to the point on which members were going to speak. As regards the minor irrigation works, investigation is going on, and I hope the matters will be considerably accelerated during next year. The monsoon is not the time to carry on investigation. But in the dry weather matters will be considerably accelerated. There is a special staff working and I have here a list which I think it is not necessary for me to refer to now. Some works have already been done; estimates have already been prepared for some others. Some of the works have been sanctioned, and with funds up to the extent we have, we shall be able to deal with them. The amount provided in the budget is considered to be small by some of the members. There is no doubt that the Government can allot more funds if necessary.

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There seems to be a general feeling on the part of the House that the department is over-staffed. In connection with these irrigation works scattered all over the country, the several places have to be approached by the men on foot and they have to work all day taking levels. The outturn is therefore limited. Moreover, all these works are petty. I do not wish to be misunderstood when I say petty. They are very very important indeed; but they are so scattered, as I already stated, that the staff we have is quite necessary if matters are to be accelerated as the House wishes.

As regards the other points brought forward by other members who discussed the motion, I do not know whether I am expected to reply to them. I have noted them and they will receive my serious attention.

MR. K. MADHAVAN PILLAI (*Trivandrum* cum *Neduvangad*): When was the Trivandrum Irrigation Committee Report submitted?

MR. A. VIPAN (*Chief Engineer*): It was signed by the Executive Engineer on 18-7-1925 and received in my office on 19-7-1925.

MR. K. MADHAVAN PILLAI (*Trivandrum* cum *Neduvangad*): May I know whether they had, in their report, classified the local irrigation works as '*emergent*', '*very urgent*' and '*urgent*' and whether they have recommended that *emergent* works should be taken up in 1100? How many of the works were taken up in that year?

MR. A. VIPAN (*Chief Engineer*): I cannot say that now.

MR. K. MADHAVAN PILLAI (*Trivandrum* cum *Neduvangad*): They estimated works to the value of about Rs. 50,000 and said that they should be completed before the end of 1100. I do not think even Rs. 5,000 worth of works have been carried out. They also classified other works as very urgent. These works should have been completed within these three years. They went into the whole question in regard to the Trivandrum taluk and made this report. I should like to know why there was such delay in undertaking any of the works.

MR. A. VIPAN (*Chief Engineer*): I will enquire into the matter and take steps to accelerate it.

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*) May I know whether the Chief Engineer can assure us that he will see that arrangements are made for carrying out minor irrigation works in all the taluks of the State at the same time every year?

MR. A. VIPAN (*Chief Engineer*): At the same time every year? I do not quite follow.

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*): I will explain my position. At present, some money is allotted for minor irrigation works and that is spent only in a few taluks of the State, and no work is done in any other taluk. So, I want to know from the Chief Engineer whether he will assure us that the money allotted in the budget would be distributed so that some irrigation works at least might be carried on in *all* the taluks of the State every year.

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MR. A. VIPAN (*Chief Engineer*): You are referring to the working season. We shall carry on the work in the best working season every year.

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*): I am not concerned with the working season at all. My point is that, every year, work should be done in *all* the taluks of the State. I want to know from the Chief Engineer whether that would be done.

MR. A. VIPAN (*Chief Engineer*): I see no reason why we should not do it.

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*): But our past experience is that the money is spent only in a few taluks.

MR. A. J. JOHN (*Vaikam*): May I know why such large sums were allowed to lapse in regard to the Vaikam taluk? Will the Chief Engineer kindly enquire?

MR. A. VIPAN (*Chief Engineer*): I shall certainly do so. That is part of the duty of the Chief Engineer and his office. It is my idea to see that, from next year onwards, estimates are sanctioned at the proper time and proportionate outlay for expenditure is made month by month.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): വടക്കൻ സക്കീട്ടപോയപ്പോൾ അവിടെ വല്ലഇറിഗേഷൻ വേലകളും നടക്കുന്നതായി പരിശോധനയിൽ കണ്ടോ?

MR. A. VIPAN (*Chief Engineer*): I have inspected a tank in his taluk. It was about two miles off the road. I deliberately wanted to see it, and I had taken with me the special Supervisor to help me in inspecting it.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): തൊടുപുഴ, മൂവാറ്റുപുഴ ഈ താലൂക്കുകളിൽ വല്ലകുളവും താഴ്ത്തുന്നതായികണ്ടോ?

MR. A. VIPAN (*Chief Engineer*): Yes. I inspected one of those tanks. I forget the name. I will ascertain and let him know.

MR. K. MADHAVAN PILLAI (*Trivandrum* cum *Neduvangad*): Sir, my object in tabling the motion was, as I explained at the beginning, to draw the attention of the Government to the great need for increased attention being paid to minor irrigation. Travancore's greatest industry is agriculture. All other industries are dependent on agriculture and agriculture, for its very existence, depends upon minor irrigation. I showed this Council by figures that in one taluk alone, namely, the Trivandrum taluk, where investigation was made by an Executive Engineer, assisted by a committee, it was disclosed that all irrigation tanks, intended to irrigate paddy lands, were silted up or were otherwise in disrepair. That committee made a report that some works should be taken up emergently and carried out. That was not done; and as far as I can see, the Revenue Department is not bestowing attention to the irrigation tanks. I am not now aware as to which is the department that is responsible for these tanks. The irrigation channels are also likewise neglected. In answer to my interpellation as to whether the Trivandrum Tahsildar has inspected a single irrigation tank or channel in 1101,

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the Government said that he had not inspected any of them. I do not know if the Dewan Peishkars had inspected any of these irrigation tanks or channels. My interpellation about that still remains unanswered. So, my object in tabling this motion was to get an assurance from the Government that special attention would be directed to this question and minor irrigation works taken up in hand. To solve the question of minor irrigation, Sir, is to solve the problem of rural welfare, and unless somebody who interests himself on the whole question of irrigation is made responsible, at least for the initiation of these works, though not for actual execution, things are not likely to get on well. I will tell you one instance in which the irrigational interests of the ryots were being neglected. There is an irrigation canal for Thitta. It terminates in the Veli lake. About two or three miles higher up its termination it broadened and deepened leaving the lower portion to be silted up and narrowed, with the result that a large extent of paddy land is being damaged by breaches. I have sent up an interpellation about that also. Another *todu* has been made mention of in that report, namely, the Pangode *todu*, which also is being breached in many places. The ryots are getting poorer and poorer every day and the cost of closing these breaches is becoming more and more heavy every day. The result is that the ryots are not able to carry on their work of agriculture. Therefore, somebody must be made responsible for these minor irrigation works. I do not mind as to who *executes* the work. My only point is that somebody must be made *responsible* for these works. He must examine them and say which of them have to be restored immediately. I cannot agree with the learned Chief Engineer when he says that the allotment of funds has been made according to the necessity in each case. I find that provision has been made for the construction of a Civil Jail in Parur while it is seen that the Government of India had already issued instructions that no Civil Jail ought to be built until the question of the final abolition of Civil Jails is considered and decided by the Government of India. Here, instead of restoring the irrigation tanks and removing the source of indebtedness, you are building Civil Jails to put the debtor in and incarcerate him there. There is also provision made for residential quarters for *pakuthi* peons and *pakuthi* Accountants, people who get 7 or 10 or 15 rupees every month. All this money could be spent on minor irrigation works. I think a number of original works have been provided for which could afford to wait giving preference to irrigation tanks. All these facts go to show that the question of minor irrigation is not receiving sufficient attention as it ought to. If we import rice to the value of two crores of rupees, I for one will lay the blame at the door of the Dewan Peishkars who have been systematically neglecting these irrigation works. Even in the Trivandrum taluk, where there are only 261 tanks intended to irrigate 4,000 acres of paddy land, 6000 acres of paddy lands have disappeared since the tanks intended to irrigate them have been registered in the names of different people. That is how the revenue authorities are looking at this question. That is why the yield of rice is decreasing day by day.

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[Mr. K. Madhavan Pillai.]

The question of seven-fold yield is nothing but a fiction. We are not getting anything out of the paddy lands. At least, in my taluk, I know as a matter of fact that they do not get anything out of the paddy land, because they have no irrigation facilities. All irrigation channels have been silted up and irrigation tanks have been registered in the names of several individuals. As was pointed out by Mr. Kallur Narayana Pillai, the Director of Agriculture may not be very much interested in the extent of land that is irrigated. He will be interested only in increasing the yield from the paddy fields under cultivation. I showed that there are irrigation works serving nearly three million acres in the Madras Presidency. But what have we here? We had a wonderful system of irrigation tanks all of which have disappeared due solely to the neglect on the part of the Revenue Department. I therefore press that the investigation of the question of irrigation tanks should be entrusted to the Director of Agriculture. I do not say that he must actually execute the works. I would be glad even if he is assisted by a special Engineering staff in carrying out the work of investigation. The Director of Agriculture must investigate each and every tank and report to the Chief Engineer as to what are the works that have to be carried out. The Public Works Department must prepare estimates and execute the works. Anyhow, I must see that these works are removed from the Revenue Department and entrusted to the Agricultural Department. That is my position.

MR. A. VIPAN (*Chief Engineer*): I have nothing more to say besides what I have already said. I have already stated that the question of minor irrigation is receiving attention and that I intend to bestow my best attention on it and do what I can. Beyond that, I have nothing to say at this stage.

MR. K. MADHAVAN PILLAI (*Trivandrum* cum *Neduvangad*): What is the position of the Revenue Department in this matter? Are they not responsible for these minor irrigation works? I think they are. Then, of course, Mr. Vipan has no responsibility in the matter. I have nothing to say against him. He has only to carry out the work. All that I want is that some policy is laid down. I want to name an officer who will be primarily responsible for these works.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): If Dr. Madhavan Pillai's point is that, at present, the revenue authorities are responsible for the minor irrigation works and that they are negligent in that matter, then I think that question hardly arises on this motion. This motion is under the Public Works Department. Therefore, the discussion could relate only to the work of the Public Works Department in regard to the minor irrigation works.

MR. K. MADHAVAN PILLAI (*Trivandrum* cum *Neduvangad*): I am really surprised at that interpretation, Sir. We have been having ever so many interpretations like this. Money has been provided for minor irrigation works only under the Public Works Department and not under Land Revenue. Unless there is money provision in the budget, how can I bring a motion and discuss the question?

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MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): How could the Chief Engineer be expected to answer for the alleged neglect of the Revenue Department?

PRESIDENT: I would go so far as to say that it relates neither to the Public Works Department nor to the Revenue Department. It is a general question of policy that there is need for closer attention to the subject of minor irrigation. You have presented the aspect in a new light. I shall take it up in conjunction with the departments primarily concerned, that is, the Revenue and the Public Works Departments, and see that the report of the Irrigation Commission is re-studied and, in so far as is possible, its provisions given effect to, and if that is not sufficient, a further examination of the policy is made.

MR. K. MADHAVAN PILLAI (*Trivandrum cum Neduvangad*): I thank you, Sir, and withdraw the motion.

The motion was, by leave of the House, withdrawn.

Motion 7.

MR. A. J. JOHN (*Vaikam*): Sir, I beg to make the following motion:—

To reduce the allotment of Rs. 32,177 for Direction by Rs. 100.

My object in sending this motion was to draw the attention of the Government to the unsatisfactory condition of the means of communication in North Travancore, with special reference to the Vaikam taluk.

Sir, it is an admitted fact that till very recently, in the matter of opening up of new roads and other means of communication, the attention of the Government was mainly directed to South Travancore. On account of this policy, North Travancore has only very few roads, and these few roads are not kept in good condition. The representatives of the people brought this matter before the attention of the Government, and so, from 1097, the Government have begun to change their policy a little. Larger amounts used to be allotted for North Travancore. But a large portion of such allotments was utilised for construction of roads in Devicolam and Peermade. So, the people in other places did not get their grievances redressed.

When the people of North Travancore began to agitate for more roads, the Government demanded that the people must give land free of cost and open roads also and that, after completion of the roads, they would be taken up by the department and maintained by the Government. Even though the people have submitted themselves to these demands and have opened many roads, in many cases, the department has not taken up all these roads for maintenance. Besides, there are difficulties in the opening up of such roads. Though a majority of the people may willingly give the land, some may refuse to do so. Under such circumstances, it is the duty of the department to acquire land for the completion of the roads.

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[Mr. A. J. John.]

In the budget estimates for the coming year, a sum of Rs. 5,77,650 is allotted for new works, etc,. Of this, the sum allotted for Alwaye Division is Rs. 1,73,300 and for the Kottayam Division Rs. 2,01,270. As could be seen from the detailed budget of the P. W. D., the amount for new road alone in the Alwaye Division is Rs. 56,000. Of this amount, the road from Pallivassal to Neriamangalam will get Rs. 25,000. The rest is distributed to the other Subdivisions. If the amount allotted to each Subdivision had been separately shown in the detailed budget, the dis- parity between each taluk could very well have been ascertained.

Though the representatives of the people at Vaikam were agitating for more roads in that taluk, the sum allotted for the coming year is only Rs. 1,500. From this, it could be seen that their representations did not have the desired effect. I therefore request the Chief Engineer to treat Vaikam with some more consideration at least in the future.

A few years ago, the Government were kind enough to begin the construction of certain roads. But, none of these roads has been completed as yet. I asked for a statement of works undertaken and completed during the last ten years, but I have not been favoured with a reply. I may cite some instances, Sir. The Talayolaparampu-Kuthattukulam road was begun a decade ago. It is not yet completed, though the Government said, in reply to a question of mine, that it would be opened for traffic in March 1927. Another road is the Vaikam-Vechur road. In the matter of navigable canals also, the demand of the Vaikam taluk is not sufficiently attended to.

On these grounds, I submit that the department should take a sympathetic attitude towards Vaikam, and I request the Chief Engineer to come to Vaikam and stay there for a few days so that he could have an idea of the difficulties and sufferings of the people of the place. With these words, I make the motion.

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ഞാൻ ഉപക്ഷേപത്തെ ബലമായി പിൻതാങ്ങുന്നു. ഉത്തരതിരുവിതാംകൂറിലുള്ള മൂവാറ്റുപുഴ, തൊടുപുഴ, കുന്നത്തുനാട്, വയ്ക്കം, മീനച്ചിൽ മുതലായ താലൂക്കുകളിൽ ഗതാഗതസൌകര്യം തീരെയില്ല.

MR. K. SIVARAMA PANIKKAR (*Shertallai*): ചേർത്തലയിൽ ഗതാഗതസൌകര്യമുണ്ടോ?

MR. TARIATU KUNJITOMMAN (*Muvattupuzha* cum *Todupuzha*): ഗതാഗതസൌകര്യം കുറവാണെന്നു പറയാൻ പാടില്ല. റോഡില്ല എന്നു പറയാം. എന്നാൽ കായലുകൾ ഉള്ളതുകൊണ്ടു ജലമാർഗ്ഗമായ ഗതാഗതസൌകര്യമുണ്ട്. എങ്കിലും റോഡുകൾ വേണം. എന്നാൽ ഗതാഗതസൌകര്യം തീരെയില്ലാത്തതു മേൽപറഞ്ഞ താലൂക്കുകളിലാണ്. മൂവാറ്റുപുഴ, തൊടുപുഴ മുതലായതാലൂക്കുകളിൽ പ്രകൃത്യാതന്നെ ജലമാർഗ്ഗമായ യാത്രാസൌകര്യമില്ല. ഭൂപടത്തിൽ കാണുന്നതുപോലെ വടക്കൻതിരു

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വിതാംകൂറിലെ ഉൾഭാഗങ്ങൾ സമുദ്രതീരത്തു നിന്നു വളരെ അകന്നുകിടക്കുന്നതുകൊണ്ടു ജലമാർഗ്ഗമായ ഗതാഗതത്തിനു പ്രകൃത്യാ സൌകര്യമുള്ളവയല്ല. അവിടങ്ങളിൽ ഉള്ള കിഴക്കാൻ തുക്കായ നദികൾ വർഷകാലത്തു വെള്ളപ്പൊക്കംകൊണ്ടും ഒഴുക്കുകൊണ്ടും വേനൽക്കാലത്തു ജലദൌർല്ലഭ്യംകൊണ്ടും ഗതാഗതത്തിനു തീരെ ഉതകുന്നില്ല. എന്നാൽ ഗവർണ്മെൻറ് കരമാർഗ്ഗമായ ഗതാഗതത്തിനു വല്ലതുമനുകൂല്യവും ചെയ്യുന്നുണ്ടോ? അതുമില്ല. തെക്കോട്ടുവരുന്തോറും ഭൂമി വിസ്താരം കുറഞ്ഞു വരുന്നു. തെക്കൻതിരുവിതാംകൂറിലും മധ്യതിരുവിതാംകൂറിലും ധാരാളംഗതാഗതസൌകര്യമുണ്ട്. അവക്ക് ഇനിയും കൂടുതൽ കൊടുക്കണ്ട എന്നു ഞാൻ പറയുന്നില്ല. വടക്കൻതിരുവിതാംകൂറിലെക്കും കുറേക്കൂടി തരണം. ഞാൻ കൊല്ലത്തിനപ്പുറം തിരുവിതാംകൂറിലെ എല്ലാഭാഗങ്ങളിലും സഞ്ചരിച്ചിട്ടുണ്ട്. അവിടങ്ങളിൽ ഒന്നാംതരമായ മെയിൽ റോഡിൽ കൂടി പോകുമ്പോൾ ഒന്നോ രണ്ടോ ശാഖാറോഡുകൾ പിരിഞ്ഞുപോകുന്നതുകാണാം. എന്നാൽ വടക്കൻതിരുവിതാംകൂറിലാകട്ടെ എട്ടും പത്തും മൈൽ ദൂരംപോയാലും ഒരു ശാഖാറോഡു കാണുക ചുരുക്കമാണ്. പൊതുമുതലിനെ ഏതാനും ചിലഭാഗങ്ങളിൽ മാത്രം ഇപ്രകാരം ചിലവുചെയ്യുന്നതു വളരെ ആക്ഷേപയോഗ്യമാണ്. ഇതു ഗവർണ്മെൻറിൻെറ മനഃപൂർവ്വമാണെന്നു പറയുന്നില്ല.

പ്രജാസഭയും നിയമസഭയും വന്നതിൽപിന്നീടാണ് വടക്കൻതിരുവിതാംകൂറുകാർക്ക് ഈവകകാര്യങ്ങൾ ഗവർണ്മെൻറിനെ അറിയിക്കുവാൻ സൌകര്യമുണ്ടായതു്. ഉദ്യോഗസ്ഥന്മാർ പണ്ടും മിക്കവാറും തെക്കൻതിരുവിതാംകൂറിലോ മധ്യതിരുവിതാംകൂറിലോ ഉള്ളവരാണ്. അവർ തങ്ങളുടെ ദേശത്തു വേണ്ട റോഡുകൾക്കും മറ്റും ശ്രമിച്ചു സാധിക്കും. ഒരു ഡിപ്പാർട്ടുമെൻറിലെ ഉദ്യോഗസ്ഥനു മറ്റു ഡിപ്പാർട്ടുമെൻറിലെ ഉദ്യോഗസ്ഥന്മാർ മിക്കവാറും കുറച്ചെല്ലാം സ്വാധീനമായിരിക്കും. ഉദ്യോഗസ്ഥന്മാർ തമ്മിൽ സ്നേഹിതന്മാരാണല്ലൊ. ഏതുകേനപ്രകാരേണ മധ്യതിരുവിതാംകൂറിലും തെക്കൻതിരുവിതാംകൂറിലും റോഡുകളും, ആസ്പത്രികളും പള്ളിക്കൂടങ്ങളും പണ്ടേ സമ്പാദിച്ചു. വടക്കൻതിരുവിതാംകൂറിലേക്കു വല്ലതുകയും അനുവദിച്ചാലും അതെല്ലാം ലാപ്സാകയും ചെയ്യും. ഇനിയെങ്കിലും ഗവർണ്മെൻറിൻെറ പ്രത്യേകശ്രദ്ധ പതിഞ്ഞില്ലെങ്കിൽ ഞങ്ങൾ വിഷമിക്കയെ ഉള്ളൂ. ജനപ്രതിനിധികൾക്ക് ഇങ്ങനെയുള്ള പ്രതിനിധി സഭയിൽ തുറന്നു കാര്യങ്ങൾ പറയാൻകഴിയും. കാര്യം സാധിക്കണമെങ്കിൽ ഗവർണ്മെൻറിൻെറ പ്രത്യേകശ്രദ്ധവേണം. ഉദ്യോഗസ്ഥന്മാരുടെ ഇഷ്ട

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[Mr. Thariatu Kunjitomman.]

വും വേണം. വടക്കൻ തിരുവിതാംകൂറിൽനിന്ന പബ്ലിക് വർക്സ് ഡിപ്പാർട്ടുമെൻറിൽ ഉദ്യോഗസ്ഥനായി ഒരാളെങ്കിലും ഉണ്ടായിരുന്നുവെങ്കിൽ ഞങ്ങൾക്കിത്ര സങ്കടം അനുഭവിക്കേണ്ടിവരികയില്ലായിരുന്ന. ഞാൻ ഇങ്ങനെ പ്രത്യേക പ്രദേശങ്ങളെ എടുത്തു പറയുന്നത ശരിയല്ലെന്ന ചിലർക്കു തോന്നാം. രാജ്യമാകന്ന ഭവനത്തിൽ ഏതു മുറിയിലാണോ ശുചിയും, വായുസഞ്ചാരവും വെളിച്ചവും ഇല്ലാത്തത് അതിനെയാണ് പ്രത്യേകം നന്നാക്കേണ്ടത്. ആ നിലയിൽ ഉത്തരതിരുവിതാംകൂറാണ് വളരെ മോശമായികിടക്കുന്നത്. അതുകൊണ്ടാണ് ഞാൻ ആ ഭാഗങ്ങളെ പ്രത്യേകം ശ്രദ്ധിക്കണം എന്ന പറയുന്നത്. ശരീരത്തിൽ ഏതെങ്കിലും ഒരു ഭാഗത്തു രോഗം ബാധിച്ചാൽ ആ ഭാഗത്തു ഔഷധം പ്രയോഗിക്കുന്നത് ആ ഭാഗത്തോടുള്ള പക്ഷപാതം കൊണ്ടല്ലല്ലൊ. പ്രാദേശികപക്ഷപാതംകൊണ്ടല്ല ഞാനും പറയുന്നത്. ഗവർണ്മെൻറിൻെറ ശ്രദ്ധയെ ക്ഷണിച്ചുകൊണ്ട് ഈ പ്രമേയത്തെ പിൻതാങ്ങിക്കൊള്ളുന്നു.

MR. C. P. KOCHUKUNJU PILLAI (*Kottarakara* cum *Kunnattur*): Sir I also wish to support the motion and, in doing so, I should like to point out one or two matters to which the particular attention of the Chief Engineer has to be drawn. Many parts of our roads are too narrow, and several parts of our M. C. road consist of sharp curves and many other portions are very steep. There are very many ups and downs. At the time when these roads were originally opened, probably the authorities concerned did not even dream of our present motor traffic. On these roads, very many accidents are happening and are likely to happen on account of our motor traffic. I myself can point out very many roads which need repair in my taluk. One who travels from Kottayam to Trivandrum through the M. C. road can find such sharp and abrupt curves. I request that the Chief Engineer will kindly look into this matter and see that those portions of narrow roads are widened and also the curves referred to eased at the earliest convenience. I am aware that Mr. Jacob, the Executive Engineer of Quilon has been doing something in this matter. He has been spending some money in widening some portions of the road in my taluk, but still many other parts of the roads require further repairs.

Then, Sir, another matter to which I have to draw the attention of the Chief Engineer is about the village roads. We have got on the whole, I believe, 1,142 miles of village roads and there is an allotment made in each year's budget for the maintenance of the same. The amount I believe, is about Rs. 19,000 and odd. I have no hesitation to state here that the whole money allotted for this purpose has not been spent *for the purpose*. What is ordinarily done by these P. W. D. officers is this. Generally, these village roads proceed from public roads. Only that portion of the village road, which could be seen fom the junction

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wherefrom the Executive Engineer or Assistant Engineer could see is alone repaired; because it is not possible for these officers to go along these village roads in cars and inspect them. So, the money intended for this purpose is not well spent. That is a matter to which the attention of the present Chief Engineer has to be drawn. With regard to this matter, I have one suggestion to make. Money allotted for the maintenance of village roads in a particular locality may better be spent for converting one or two of these village roads or a portion of it, the same year. If the whole money cannot be spent like that, a major portion of it may be spent like that and the remaining set apart for the repair of the other village roads. With these words, I support the motion.

MR. G. NARAYANA PILLAI (*Tiruvalla*): I also support the motion with a view to invite the attention of the Government to a few urgent works in my constituency. It is well known to the Public Works Department that portions of the Main Central Road between Varattar and Changanachery, the entire portion of the Tiruvalla-Kozhanchery road which lies between Kattode Bridge and Eraviperur Anchal Office, and portions here and there of the Puvanakkadavu-Cherukolpuzha road are submerged in water at frequent intervals during the monsoon. Traffic on the roads is impeded constantly during the winter months and pedestrians have often to seek the help of canoes to cross these portions of the road. It is highly desirable and necessary that these roads are raised and I would urge that a portion of the reserve funds be utilised for this purpose.

Again, several buses, eight seaters and cars run daily along the first two roads and accidents have been a matter of every-day occurrence. Narrowness of the roads at several points accelerates the number of accidents and action has to be taken early to widen the roads wherever necessary and feasible. That portion of the Kumbanad-Kozhanchery road which lies between the ferry and the camp-shed at Kozhenchery also badly requires widening. The congestion on this road, especially on market days, make it impassable for the vast number of school-children and other foot-passengers that frequent it.

Several miles of ryots' road cut by the people at great cost and sacrifice have not yet been assumed and improved. There was a provision in the current year's budget for the preparation of land plans and I do not know if this has been made use of and the plans prepared. Anyway, I trust the roads will be taken charge of early next year and the lump provision for ryots' roads actually spent on them during the year itself.

MR. K. K. THOMAS (*Kottayam*): Is there any provision for ryots' roads this year?

MR. G. NARAYANA PILLAI (*Tiruvella*): Yes. It is regrettable to see that no substantial work has been provided for on the Tiruvalla-Mavelikara road—not even a single culvert or bridge is proposed to be taken up in spite of repeated complaints and there is no provision for any new work in the taluk for the next year.

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[Mr. G. Narayana Pillai.]

I may conclude with bringing yet one other fact to the notice of the Government. Innumerable canoes and *vallams* ply to and fro throughout the year on the river Pampa for agricultural, commercial and other purposes. But during the summer months, the boat-men undergo a lot of trouble owing to the shallowness of the stream at several places between Chengannur and Ranni. Similar is the case with the Manimala river. An Officer was deputed some time back to investigate the reasons and remedies for this and I understand he has submitted his report long ago. But nothing practical has been done and I would request that early action is taken up in the matter.

MR. V. SUBBA AIYAR (*Nominated*) (*Deputy President*): Sir, on this motion, there seems to be many observations with regard to the difficulties in communications. I may add my observations, namely, that in many of the roads where buses ply, we find very sharp turnings which could be rectified without much cost. We have been hearing of very many motor accidents and these could be avoided if the roads at some of these turnings are widened—and I believe it is very easy to do. It has been my experience generally that buses plying for hire never sound their horns- probably they have none to sound. Therefore, it will be safe for the public if some of the turnings are improved and the road widened wherever it is possible.

MR. K. I. JOSEPH (*Minachil* cum *Devicolam*): Is not the department now attending to it?

MR. V. SUBBA AIYAR (*Nominated*) (*Deputy President*): The department is doing something in this direction and it is a matter for gratification; yet there are some more turnings and if they are removed it will be much better.

MR. M. SIVATANU PILLAI (*Tovala*): I move that the question be now put.

MR. K. K. THOMAS (*Kottayam*): May I now go on Sir?

PRESIDENT: The motion has not been seconded. You may go on.

MR. K. K. THOMAS (*Kottayam*): I wish to add to the general chorus of necessities of each of the constituencies that members have been representing here. Looking at the budget, I wish to observe that out of some 'new works' provided, very little has been provided for the Kottayam Division. Again, of these 'new works' we find only two items which are really new works and both these are in the High Ranges, the others being repairs and maintenance and widening of roads, repairs of M. C. road and certain other things. So, it is regrettable that very little of new works have been provided for the Kottayam Division. All that we want is the co-operation of the department. They need not initiate new works with regard to the northern taluks. There are ever so many ryots' roads which have been constructed and which await taking over by the Government for maintenance. My friend Mr. Narayana

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Pillai said that there is provision made in the budget under this item. I regret I have not been able to find any provision for the maintenance of ryots' road in the budget figures. The fact remains that even though the ryots in North Travancore have been constructing roads the Department is not in a position to take the same for maintenance. I request that some provision may be made out of the lump allotment for the maintenance of these roads remaining with the department or with the Government. Leaving these roads as they are is likely to cause hindrance to the further development of such roads.

MR. M. SUBRAHMANYA PILLAI (*Agastiswaran*): I also rise to support the motion. My argument is the same as those advanced by my North Travancore friends, namely, that no roads are now opened in South Travancore. The Government are willing to open roads which people do not want. Of course, we have no objection to opening more roads in North Travancore, but at the same time the Government should not neglect to spend money on the maintenance of the already existing roads. In this connection, I may state that South Travancore does not receive as much attention as it received in previous years. Most of these roads are not being properly maintained and I would draw the attention of the Chief Engineer to the proper maintenance of these roads. With these few remarks, I support the motion.

MR. KURANDIPALLIL R. RAMAN PILLAI (*Quilon*): കൊല്ലം ടൌണിലുള്ള റോഡുകളുടേയും ഇടവഴികളുടേയും പരിതാപകരമായ നിലയെപ്പറ്റിയാണ് എനിക്കു പറയാനുള്ളത്. ചീഫ് എൻജിനീയർ കൊല്ലത്തു വന്നിരുന്നപ്പോൾ എല്ലാ റോഡുകളും പരിശോധിച്ചിരുന്നുവെങ്കിൽ അവയുടെ ഏറ്റവും നികൃഷ്ടമായ നിലയെപ്പറ്റി അദ്ദേഹത്തിനു ബോദ്ധ്യപ്പെടാൻ ഇടവരുമായിരുന്നു. മഴക്കാലത്തു ടൌണിലുള്ള റോഡുകളുടെ സ്ഥിതി നാട്ടിൻപുറങ്ങളിലുള്ള റോഡുകളുടെ സ്ഥിതിയെക്കാൾ വളരെ പരിതാപകരമായ നിലയിലാണ്. അവിടത്തെ റോഡുകളുടേയും ഇടവഴികളുടേയും സ്ഥിതി ഒരിക്കൽ കണ്ട ആളുകൾക്കു പോലും ബോദ്ധ്യപ്പെടാവുന്നതാണ്. നാട്ടിൻപുറങ്ങളിലുള്ള റോഡുകൾക്കുപോലും മെറ്റൽചെയ്യാറുണ്ട്. എന്നാൽ കൊല്ലം ടൌണിലുള്ള റോഡുകൾ അനാഥമായിത്തന്നെ കിടക്കുന്നു. മുൻസിപ്പാലിറ്റി ചെയ്യണമെന്നു ഗവർണ്മെൻറും, ഗവർണ്മെൻറു ചെയ്യട്ടെ എന്നു മുൻസിപ്പാലിറ്റിക്കാരും കഴിച്ചുകൂട്ടുന്നു.

MR. V. SUBBA AIYAR (*Nominated*) (*Deputy President*): May I ask the member whether the municipality is not levying tolls?

MR. KURANDIPALLIL R. RAMAN PILLAI (*Quilon*): ടോൾ എല്ലാ മുനിസിപ്പാലിറ്റികളും വാങ്ങുന്നുണ്ട്. ടോൾ ആരു വാങ്ങിച്ചാലുംശരി റോഡു നന്നാക്കി ഇടണമെന്നേയുള്ളു ജനങ്ങളുടെ അപേക്ഷ

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[Mr. Kurandipallil R. Raman Pillai.]

ഇനി പ്രധാനമായിട്ട പറയാനുള്ളത് നീണ്ടകര പാലത്തെപറ്റിയാണ്. വടക്കോട്ട കൊല്ലം വഴി പോകുന്നവക്കെല്ലാം വളരെഉപകാരപ്രദമായ ഒരു പാലമാണ് നീണ്ടകരപാലം. സാധാരണ മോട്ടാർകാറിൽ വന്നിറങ്ങിയാൽ നീണ്ടകര അഴി അക്കരകടക്കണമെങ്കിൽ രണ്ടും മൂന്നും മണിക്കൂർ നേരം കാത്തുനില്ക്കേണ്ടിവരുന്നു. അതുകൊണ്ട് ആ പാലം കെട്ടേണ്ടത് അത്യാവശ്യമാണ്.

ഞാൻ പ്രജാസഭയിൽ കഴിഞ്ഞ രണ്ടു മൂന്നു കൊല്ലമായി വാദിച്ചതിന്റെ ഫലമായിട്ട രണ്ടു മൂന്നു റോഡിനു പണം അനുവദിച്ചിരുന്നു. എന്നാൽ അതുമുഴുവനും ശരിയായിട്ട ചിലവാക്കാതെ ലാപ്സായിപ്പോയി.

ഇനി എനിക്കു പറയാനുള്ളതു തേവള്ളി കടവിലുള്ള പാലത്തെപറ്റിയാണ്. ഇതു പ്രജാസഭയിൽ പലതവണയും പറഞ്ഞിട്ടുണ്ടു. ഇതു് അവശ്യമാണെന്നു മുമ്പിരുന്ന ദിവാൻ മിസ്റ്റർ രാഘവയ്യാ സമ്മതിക്കയും ചെയ്തു. അതും ഇതുവരെ നടന്നിട്ടില്ല. അതുകൊണ്ടു് ഗവർണ്മെൻറിന്റെ ശ്രദ്ധ ഇനിയെങ്കിലും ഇതിൽ പതിയണം.

ഇനി അഞ്ചാലുംമൂട്ടിൽ നിന്നും പ്രാക്കുളം വരെയുള്ള റോഡിനെപറ്റിയാണ് എനിക്കുപറയാനുള്ളതു്. അതിനെ ഗവർണ്മെൻറു നല്ല രീതിയിൽ മെയിന്റെയിൻ ചെയ്താൽ മാത്രംമതി. കൊല്ലത്തു നിന്നും മുഖത്തലയ്ക്കുള്ള റോഡിനു [illegible] രൂപാ മാത്രം അനുവദിച്ചിട്ടുണ്ടു്. അതുവളരെ കുറവായതുകൊണ്ടു കൂടുതൽ സംഖ്യ അനുവദിക്കണം.

പിന്നീടു കണ്ടറസബ് രജിസ്ട്രാർആഫീസിൽനിന്നും കാഞ്ഞരംകാട്ടുപോരയംവഴി കല്ലടറോഡിൽ ചേരുന്ന ഒരു റോഡിനെപറ്റിയാണ് പറയാനുള്ളതു്. അതു വളരെ അത്യാവശ്യമാണെന്നും ദിവാൻ മി: രാഘവയ്യാ സമ്മതിച്ചിട്ടുണ്ടു്. അതിലേക്കായി യാതൊരു തുകയും ബഡ്ജറിൽ അനുവദിച്ചിട്ടില്ല. അതും അത്യാവശ്യമാണ്.

ഈ പറഞ്ഞ സംഗതികളെല്ലാം ചീഫ് എൻജിനീയരുടെ ശ്രദ്ധയിൽ വിഷയീഭവിക്കുമെന്നുള്ള വിശ്വാസത്തോടുകൂടി ഈ പ്രമേയത്തെ പിൻതാങ്ങുന്നു.

MR. C. P. THOMAS (*Nominated*): Sir, I wish to speak a few words in regard to the needs of the Tiruvella taluk in the matter of communications. First of all, I wish to speak about the need for raising the road from Varattar bridge to Changanachery which my friend Mr. Narayana Pillai already referred to. A large number of buses and cars that

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run along that road find it very inconvenient during the monsoons because certain portions of the road are submerged and the passengers are put to very serious inconvenience for several days. In the same way, there is a part of the road in the Tiruvalla-Kozhenchery road between Kattod bridge and Eraviperur English school, where also for several days of the year during the monsoons portions are so much under water that neither foot-passengers nor vehicles can go. With regard to that, I have to make special mention of the inconvenience experienced by schoolboys and girls who have to go to Tiruvalla where there is the only Vernacular High School for an extensive region. On account of that a large number of girls and boys, especially girls, who have to go from distant parts of the taluk to Tiruvalla experience very serious hardships when portions of the road are under water.

With regard to water communications, I would draw the attention of the Government to the need for deepening the channels of the Pamba and the Manimala rivers in certain portions during the summer season, because in certain months of the year the difficulty experienced by boat-men who have to carry goods from the east to Changanachery for certain distances is very serious and deserves the sympathetic attention of the Government. It is noted that a Special Officer has been deputed for making investigation and that he has submitted his report. We are anxiously awaiting the orders of the Government with regard to the scheme proposed by that officer.

The Tiruvalla-Mavelikara road is also a very old road. The need for improving it has been brought before the attention of the Government even from the time of the late Dewan Mr. Sankarasubba Aiyar. Several Dewans who had been there were convinced of the extreme need for the road and had on various occasions promised to do the needful. All the work on the road excepting the construction of six bridges has already been attended to by the Government. With regard to the bridges, at one time the promise was made that when the bridges on the Main Central road were done, attention would be directed to the construction of these bridges. Now that the bridges on the Main Central road have been constructed, I think it is high time for the Government to take up at least one bridge every year on this important road and satisfy the demands of the public. Two bridges have been pointed out as the more important, one at Pullikkizh and one at Arattukadavu. With regard to the last, I have to remind you, Sir, that on the occasion of your last visit to Mavelikara you were convinced of the extreme need for the bridge and you promised the people that early attention would be given to it. There is another road between Kadapra and Haripad, the road that connects Kartikapalli with Tiruvalla. The portion from Kartikapalli to Viyapuram has already been constructed by the Government. Now there remains only a distance of four miles between Viyapuram and Kadapra of which one mile has already been constructed by the people. The rest has yet to be done. The inconveniences experienced by the numerous passengers who have to pass along the foot-path now existing in the midst of paddy fields

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[Mr. C. P. Thomas.]

are very great indeed. It has been reported that the Government also experience difficulties in this connection. Because of the Viyapuram timber depot, elephants have to pass through this route and, during the monsoon season, it sometimes happens that the lives of elephants are endangered. It was with the greatest difficulty once that an elephant which had sunk in the marsh had to be saved out of it. I hope that all these considerations will induce the Government to do something towards the construction of the remaining portion of the road between Kadapra and Haripad.

PRESIDENT: Mr. Thomas, your time is up.

MR. M. SIVATANU PILLAI (*Tovala*): Sir, I seriously urge upon the attention of the Government that all the taluks in the State require roads, wherever they are necessary, as also channels, culverts and bridges. So I take this opportunity to urge the matter upon the immediate attention of the Chief Engineer who has assured more than once that he is prepared to give all the attention that is necessary in the matter of constructing roads, maintaining roads, improving roads, constructing culverts and bridges as well as cutting deeper channels to give facilities to all the people concerned. So, I do not think that my friends will again take this opportunity to urge upon the attention of the Government the needs of particular localities inasmuch as the Government member, Mr. Vipan, has assured the House more than once that he is prepared to do whatever is urgently necessary in the matter.

MR. K. I. JOSEPH (*Minachil* cum *Devicolam*): Sir, in the light of the present discussion, I wish to know whether I will be allowed to move the next motion.

PRESIDENT: Motion No. 7 is in the name of Mr. A. J. John with a view to draw the attention of the Government to the means of communication in North Travancore with special reference to Vaikam taluk and motion No. 8 is in the name of Mr. K. I. Joseph with a view to draw the attention of the Government to the means of communication in North Travancore as a whole and Minachil in particular. So, the two token motions are not identical.

MR. M. N. PILLAI (*Trivandrum*): Sir, I also support the motion. I wish to draw the attention of the Chief Engineer to the necessity of a road from Pulimud to the Vanchiyur school. I have been asking for this road for the last five or six years. I have several times asked interpellations in connection with it and the reply given was that the matter is under correspondence with the Municipality, and I do not know whether the Government have received any reply from the Municipality. I wish that the Government take up the construction of this road as early as possible. It is a very useful road for the school going population and the general public. I have to thank the Government for having taken up the widening of the Gas-tank road. There are many lanes in the city that require widening and I request the

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Government to appoint a town-planning expert to investigate the whole question and submit a report to the Government and to do the needful for improving the city. With these words, I support the motion.

MR. G. RAMAN MENON (*Mavelikara cum Kartikapalli*): Sir, I should like, in this connection, to bring to the notice of this House the fact that most of the non-official members are more or less at loggerheads in regard to this motion. Each one wants to press upon the attention of the Government that his own constituency or some particular road there is neglected. Each one of us had been saying that his own particular locality is neglected. On a reference to the budget speech of the Financial Secretary, I find under 'Communications-Works', the provision made is Rs. 8·56 lakhs, the increase being nearly 1 lakh over that of last year. Of this provision, a little over Rs. 5 lakhs appears under Kottayam and Alwaye Divisions. Still our brethren of the northern Divisions are complaining. So, the complaint is, I think, in regard to the distribution of the money sanctioned by the Government. What I would suggest is that, instead of talking about particular roads and adjusting our differences, the best plan would be to allot to each *pakuthi* or at least to each taluk a certain portion of the revenues derived from all sources for the purpose of communications and other public works. Otherwise, we cannot agree amongst ourselves and we will always be complaining. But if we are assured of a certain portion of the revenues for our own purposes we should justly be satisfied and we cannot complain. Unless that is done, I think we will always be complaining. I myself have to speak of many roads required.

MR. M. SIVATANU PILLAI (*Tovala*): May I know whether, because the roads are very urgent, the President will be pleased to extend the time-limit to members?

PRESIDENT. Your time is up, Mr. Raman Menon.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*): Fearing that my silence may be taken against my constituency, I also rise to support the motion. From the point of view of Mr. Raman Menon, my constituency is one which gives more than Rs. 1½ lakhs towards the land revenue and from the point of view of industry, it will stand comparison with any other constituency in the State. Therefore, my constituency stands for a reasonable proportion of the money being spent under communications. There are some important roads requiring the attention of the Government. I have to draw the attention of the Government to these roads, especially the trace from the 3rd mile-stone from Attingal-Chirayinkil road to Venjaramudu where it crosses the Quilon-Trivandrum road. There is another road which is very important and that is the road from Nilakkamukku to Kayikkara *kadavu*. In this connection, I also wish to bring to the notice of the Government that the coastal region, the most

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[Mr. K. P. Nilakanta Pillai.]

industrious portion of the Chirayinkil taluk, is not connected with the country portion. Therefore, there is very great difficulty for the people of the coastal region and the backwater region to get even good water.

I was surprised when Mr. John observed that his constituency was not given an inch of new road for the last ten years. I shall assure the member that my constituency was not given an inch of new road for the last twelve years. Of course, my constituency shares in the money that is given to my constituency under repair and maintenance. In this connection, I wish to bring to the notice of the Chief Engineer that the present system of repairing and maintaining the roads is far from satisfactory and that there is a lot of complaint against the department. To give an idea of what is being now done, I shall say that the sand and the mud washed away during the rainy season are being collected by the coolies and made use of when the road is being repaired. Therefore, this system of maintaining roads ought to be put a stop to at once and up-to-date modes of repairing and maintaining the roads must be resorted to. I may also bring to the attention of the Chief Engineer that when the repairing work of particular roads is about to be started, the Chief Engineer may pay surprise visits to see how the work is being conducted. For example, I can bring to the notice of the Chief Engineer the fact that though there may be records showing the amounts of money annually spent for the Nagarur—Vamanapuram trace, not a cash was really spent and that road is now much reduced and portions are appropriated by the public and brought under paddy cultivation. These are the ways in which the amount allotted for maintenance and repair of roads are really used by the department. With these words, I also support the motion.

MR. A. K. PILLAI (*Karunagapalli*): Sir, lest we should suffer by default, may I make this representation on behalf of all the places that have been left out by the members when they mentioned about the need for roads for every *kara*, *pakuthi* or taluk? I should consider that the members who have been mentioning the need for these roads have been doing a distinct disservice to the State because it would appear from their clamour that all the need would be confined to only these roads, whereas the fact is that we want numerous roads in every part of the country. We want to improve the passage from one part of the country to the other. By doing that alone, we can develop the resources of the country. I would urge that the Government should drop the the railway scheme and open new roads all over the State. I propose to seek an appointment with the Chief Engineer when I shall be able to speak to him about particular roads.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): Sir, the same apprehension that is entertained by my friend on this side of the House is entertained by me with respect to silence on this occasion. Looking at this scramble for roads, I fear the matter has really been embarassing to our new friend, Mr. Vipan. If all the roads that are pressed for are to be granted, I doubt, Sir, whether much of Travancore will not be

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full of roads and whether house-sites and tenaments would continue as they are at present.

I may also make a suggestion that if all these roads are necessary and the Government are prepared to expend money upon them, would it not be cheaper for them to purchase a few aeroplanes for the convenience of the subjects of His Highness the Maha Raja? So far as my constituency is concerned, I am in a position to speak with self-denial, for if I speak of roads, every member would probably say that I do not want any. So a few roads, most modestly required by me, may be taken more seriously into consideration by the authorities. I want a few culverts here and there, small bridges and that sort of things and I have been pressing these upon the attention of the authorities concerned. Keeping aside the question of roads, we have been pressing for a few canals which I think nobody was pressing on my behalf.

MR. M. SIVATANU PILLAI (*Tovala*) : I did speak for all.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*): I beg his pardon, Sir; we are in a minority. That matter may be taken into urgent consideration.

I can also be generous with respect to the roads. Therefore, I may say that my neighbours may be fairly treated. The road from Tiruvalla to Mavelikara, which is undertaken by the Government only requires here and there some bridges and one bridge may be taken up each year and finished. Then coming to our passage to our northern neighbours *viz.*, the Shertallai people, the Ambalapuzha-Shertallai road may be considered. As a matter of neighbourliness, we come next to Kartikapalli taluk. It is not in a spirit of selfishness that I am pressing for all these things, but in a spirit of accommodating my neighbouring taluks. With these observations, I have very great pleasure in supporting the motion before the House and, as Mr. A. K. Pillai submitted, in supplementing them by a personal talk with the Chief Engineer.

MR. A. VIPAN (*Chief Engineer*) : Sir, the member has indicated in the notice of his motion that it is made with a view to draw the attention of the Government to the unsatisfactory condition of the means of communication in North Travancore with special reference to the Vaikam taluk. I may state at once that the fact that North Travancore stands in need of a liberal development of communication has been recognised already by the Government and during the past four or five years liberal allotments were made for the same. In 1099, 30 per cent. of the total outlay on works and repairs under all heads was spent on communications. In 1100, it was 66 per cent. and in 1101 it was 63 per cent. According to the budget for 1103, it is about 53 per cent. It will thus be seen that between one-half to two-thirds of the total grants for works and repairs has been devoted to communications. The share that North Travancore, Kottayam and Alwaye P. W. D. Divisions got was as follows:—

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[Mr. A. Vipan.]

1099 50·4 per cent of the total expenditure under "Communications—Works".
1100—85 per cent " "
1101—55 per cent " "
1103—(Estimate) 60 per cent "

MR. K. K. THOMAS (*Kottayam*): Is it on new works?

MR. A. VIPAN (*Chief Engineer*): These are on communications. The high percentage in 1100 was due to the heavy rains and flood damage repairs consequent on the abnormal rains of 1099 which caused stupendous damages in the Alwaye and the Kottayam Divisions. The percentage quoted will show that the Government have been particularly taking care to allot to North Travancore more than half the grant for new works and improvements under communications.

Now, taking Vaikam taluk in particular, the expenditure on works under "communications" relating to the taluk has been as follows :—

This does not include the expenditure on maintenance.

1099	Rs. 3,600
1100	Rs. 15,000
1101	Rs. 18,000
1103	Rs. 20,000

These figures clearly show that the Government are alive to the necessity for allotting progressively increasing amounts for the improvement of means of communication in the Vaikam taluk. This taluk being in the main a water-logged one, due attention is directed for the improvements to the navigation canals as well.

The construction of the Vaikam-Vechur road is making steady progress and I have seen the road. Better progress is held up pending the acquisition of lands. In the case of the work of constructing a cart road from Palankadavu to the Talayolaparambu market, the estimate for the work for Rs. 1,300 has been got ready for submitting to the Government for sanction and it will be taken up in 1103 as soon as the estimate is sanctioned, as there is provision made for this work in the budget now before the House. With regard to the reconstruction of the platform of the Attarathodu bridge, it is regretted that there has been some delay; but the fact of the matter is that, when the reconstruction of the platform was about to be taken up, it was deemed desirable to make the platform wide enough to allow carts to pass through. But, on examining whether the structure was strong enough to take the wider platform, it was found to be defective in strength and many of the iron works were also found to be in a bad way. A revised estimate had therefore to be prepared the amount of which is Rs. 17,730. As soon as this revised estimate is sanctioned, the work of the reconstruction of the bridge will be taken up as the work is provided for in the budget for 1103.

MR. A. J. JOHN (*Vaikam*): Sir, my sole object of sending in this motion was to bring to the attention of the department the unsatisfactory condition of the means of communication in North Travancore

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especially in Vaikam. Since the Chief Engineer has said that he will kindly consider the matter, I withdraw my motion.

The motion was, by leave of the House, withdrawn.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*) : Sir, I move that all motions may be passed over till we arrive at motion No. 20 standing in the name of Mr. Sivatanu Pillai regarding the Karkad Road.

MR. K. I. JOSEPH (*Minachil* cum *Devicolam*) : Under which rule ?

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*) : Rule 18.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : Rule 18 will not apply. If at all, it must be Standing Order No. 26.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*) : Yes ; it is under Standing Order No. 26.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : Even that Standing Order will not apply to the motion contemplated by Mr. Nilakanta Pillai.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*) : Sir, I am bringing to the notice of the President that there is a previous ruling that Standing Order 26 contemplates three kinds of motions. One is that a motion may be moved so that all other motions may be passed over till we come to a particular motion. That is the kind of motion which I make.

PRESIDENT : To the next item.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*) : Simply to save time. If not, I can move one after the other and it may be passed.

PRESIDENT : Mr. Nilakanta Pillai, I thought over your request. As the House seems to be so very keenly interested on the subject of the requirements in the matter of public works, I do not think it will be fair to the intervening members to allow their motions to be passed over.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*) : The motion has not been supported.

MR. K. P. NILAKANTA PILLAI (*Chirayinkil*) : If it is strictly admissible, I can find many supporters.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : I do not think, Sir, that it is strictly admissible because the Standing Order says "that the Council pass to the business next in order in the statement of the business".

MR. P. K. NARAYANA PILLAI (*Ambalapuzha*) : I support Mr. Nilakanta Pillai's motion. If Standing Order No. 26 does not apply, then there is the power of the President to regulate the conduct of the business. If Mr. Nilakanta Pillai's motion is to be admitted, there is the inherent power vested in the President under the residuary rules which guide our deliberations. I may draw the attention of the House to the practice in the House of Commons where such motions may be introduced and if—

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PRESIDENT: I recognise that Mr. Nilakanta Pillai asks me to exercise my discretion to postpone some items of business in the agenda of today. That is a matter which rests in my discretion and I do not think it would be fair to override the members who seem to be keenly interested in public works. One member in particular asked me whether he would be allowed to move the next motion and it is on the understanding that he would be allowed to do so that he refrained from speaking on the motion. Therefore, in fairness, I must allow the business to go on as it is tabled here.

Motion 8.

MR. K. I. JOSEPH (*Minachil* cum *Devicolam*): Sir, I beg to move the following motion:—

8. To reduce the allotment of Rs. 32,177 for Direction by Rs. 100.

Sir, Mr. K. P. Nilakanta Pillai just now moved for the adjournment of the business; but if my friend had intimated me his object beforehand, I would have spoken what I had to say on this motion in the course of discussion on the previous motion. Since that was not done, I request the House to allow me a few minutes to speak on this motion. First of all, I do not intend to take the time of the House by enumerating all the roads and other means of communication required for the Minachil taluk. Several members here were speaking on this line and I do not wish to trouble the Council with them. I only want to state that the Chief Engineer should himself go through all the applications he has received hitherto and the representations made in the Sri Mulam Popular Assembly regarding the requirements of the Minachil taluk. After a careful study of these, he should make local inspection of the taluk and understand local conditions from the people themselves directly. He should then make the necessary arrangements as regards the improvements to the means of communication there. I may just mention that these roads are very badly maintained and that there is the necessity for the construction of several new bridges, culverts and roads. I only say that he should make a local inspection, understand the conditions in the taluk quite correctly and do the needful. I request that it must be done before the monsoons are over. Otherwise, the Chief Engineer will not be able to understand the real conditions of the taluk. I may say that the Chief Engineer should take the earliest opportunity of doing so. I do not wish to take up any more time of the House in the matter.

MR. T. J. MATTHEW (*Changanachery* cum *Peermade*): Sir, I believe all the taluks of North Travancore have been separately mentioned except the constituency from which I come up. Therefore, I stand up to claim that the taluks of Changanachery and Peermade also do stand in need of several roads and other means of communication. I hope the Chief Engineer would kindly, in his sojourn to the North Travancore, go to the eastern *pakuthies* of the Changanachery taluk, in particular, and the taluk of Peermade. There are several ryots' roads in the *pakuthi* of Nedumkunnam, Vazhur, Vellaman and Maninallur in particular, and if some encouragement is given to the ryots, these roads may be made as

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good as roads constructed by the Government. The western part of the Changanachery taluk stands in need of more means of communication. I am very glad to say that in the budget under consideration a provision is made for opening a canal from Changanachery to Alleppey. I have nothing else to speak and I support Mr. Joseph's motion.

MR. A. VIPAN (*Chief Engineer*): I have figures to show that the expenditure on communications in the Minachil taluk has been progressively increasing. It will be seen from that, that the Government are quite alive to the need for improving the communications in the taluk. I shall do my best to go about in the taluk and see what works are urgently necessary. But I have already many calls on my attention. I shall attend to the needs of the Minachil taluk as early as I can. And when the Road Board, referred to by me in my speech during the general discussion on the budget, on Tuesday last, is brought into existence, it may be expected that the Board would enable us to know the lines on which communications should be developed in the taluk and that thereafter a further impetus will be given to road construction and improvement. That is what I think the member wishes.

MR. K. I. JOSEPH (*Minachil* cum *Devicolam*): I would like to know when we can expect the Chief Engineer to inspect the taluk.

MR. A. VIPAN (*Chief Engineer*): That is exactly what I cannot say now, because my next tour will be to the High Ranges.

MR. K. I. JOSEPH (*Minachil* cum *Devicolam*): Can he give an approximate date?

MR. A. VIPAN (*Chief Engineer*): Within four months after my tour in the High Ranges.

MR. K. I. JOSEPH (*Minachil* cum *Devicolam*): In the light of the undertaking given by the Chief Engineer that he will do his very best in the matter, I withdraw the motion.

The motion was, by leave of the House, withdrawn.

Motions 9 to 11.

The following motions were not moved :—

MR. A. J. JOHN :

9. To reduce the allotment of Rs. 7,680 for the temporary irrigation staff by Rs. 5.

MR. K. SIVARAMA PANIKKAR :

10. To reduce the allotment of Rs. 2,20,079 for establishment by Rs. 10.

MR. G. NARAYANA PILLAI :

11. To reduce the allotment of Rs. 2,20,079 for establishment by Rs. 10.

Motions 12 and 13.

The following motions were deemed not to have been made as the movers were absent :—

MR. K. MADHAVAN PILLAI :

12. To reduce the allotment of Rs. 2,20,079 for establishment by Rs. 100.

MR. M. SIVATANU PILLAI :

13. To reduce the allotment of Rs. 25,000 for item No. 44 in the Detailed Budget Estimates for P. W. D. Works—Part I, by Re. 1.

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Motions 14 to 19.

The following motions were not moved :—

MR. T. KUMARA PILLAI :

14. To omit the allotment of Rs. 10,000 for item No. 18—Improvements to Colachel Allom—Pumping Installation.

MR. T. KUMARA PILLAI :

15. To omit the allotment of Rs. 8,000 for item No. 86—constructing an additional Travellers' Bungalow at Cape Comorin.

MR. K. I. JOSEPH :

16. To reduce the allotment of Rs. 4,01,590 for original works by Rs. 100.

MR. A. J. JOHN :

17. To reduce the allotment of Rs. 4,01,590 for original works by Rs. 100.

MR. K. SIVARAMA PANIKKAR :

18. To reduce the allotment of Rs. 5,34,454 for (i) Buildings by Rs. 10.

MR. C. P. TARAKAN;

19. To omit the allotment of Rs. 10,910 for opening a new road from the Main Cape road at Suchindram to Karkad village.

Motion 20.

The following motion was deemed not to have been made as the member was absent: —

MR. M. SIVATANU PILLAI :

20. To omit the allotment of Rs. 10,910 for opening a new road from the Main ape road at Suchindram to Karkad village.

Motions 21 to 31.

The following motions were not moved: —

MR. KURANDIPALLIL R. RAMAN PILLAI :

21. To reduce the allotment of Rs. 12,78,695 for roads by Re. 1.

MR. KURANDIPALLIL R. RAMAN PILLAI:

22. To reduce the allotment of Rs. 2,56,690 for bridges and culverts by Re. 1.

MR. K. I. JOSEPH :

23. To reduce the allotment of Rs. 8,56,341 for Original Works by Rs. 100.

MR. T. KUMARA PILLAI:

24. To reduce the allotment of Rs. 8,56,341 for Original Works by Rs. 100.

MR. A. J. JOHN:

25. To reduce the allotment of Rs. 8,56,341 for Original Works by Rs. 100.

MR. T. KUMARA PILLAI :

26. To reduce the allotment of Rs. 8,98,749 for maintenance or annual repairs by Rs. 100.

MR. K. I. JOSEPH :

27. To reduce the allotment of Rs. 8,98,749 for maintenance or annual repairs by Rs. 100.

MR. A. J. JOHN :

28. To reduce the allotment of Rs. 8,98,749 for maintenance or annual repairs by Rs. 100.

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MR. K. SIVARAMA PANIKKAR:

29. To reduce the allotment of Rs. 17,55,090 for communications by Rs. 10.

MR. G. NARAYANA PILLAI:

30. To reduce the allotment of Rs. 17,55,090 for communications by Rs. 10.

MR. C. P. KOCHUKUNJU PILLAI:

31. To reduce the allotment of Rs. 17,55,090 for communications by Rs. 10.

Motion 32.

MR. C. P. THOMAS (*Nominated*): Sir, I wish to move the following motion :—

32. To reduce the allotment of Rs. 17,55,090 for communications by Rs. 100.

I wish to speak about the policy of the Government in regard to the ryots' roads. This system of ryots' roads is one which has come about as a result of the keen necessity felt by the rural population of Central Travancore for facilities for communication. In various parts, people have been using all the means that they could constitutionally make use of in order to get additional facilities for communication. But the delay that is experienced in the matter of satisfying their demands led them to adopt the system of constructing ryots' roads. These ryots' roads are constructed because of the enthusiasm of the people of a certain locality. Before a ryots' road could be constructed, it is necessary to get a strong public opinion in its favour in that locality. The leaders have to secure labour from a large number of people. They have to secure the co-operation of the people whose properties lie on either side of the proposed road, for they must be willing to give up a portion of their property for the purpose of constructing the road without any land compensation. In the taluk of Tiruvalla, with which I am intimately connected, such roads have been opened to a length of about 50 miles or more. The Government, I am glad to say, are ready to come forward to encourage this enthusiasm on the part of the people by taking up such roads for maintenance and by doing the more difficult parts of such work, that is, the culverts and bridges. In some cases, the Government are also willing to pay compensation for land where it was difficult to make the owners of property give up all their claims to such compensation. While I appreciate all that has been done by the Government in this direction, I feel it my duty to point out that a more liberal policy in this direction is necessary on the part of the Government. I need not say that if in certain parts of the country people are willing to come forward to help the Government or help themselves in this way, then the Government should show their appreciation in all ways possible. If in other parts of the State people are not coming forward like that and the Government are giving them facilities for communications more than to the people in such places where they are prepared to help themselves, I think it is not fair on the part of the Government. It would be only developing the spirit of self-help if the Government show by a decided policy that they are willing to help those who help themselves more than those who are not willing to help themselves. Now, in regard to ryots' roads, last

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[Mr. C. P. Thomas.]

year, there was a provision of Rs. 10,000 for maintenance. I do not know how much of that money was spent or will be spent in 1102. I fear all the money allotted for the maintenance of ryots' roads will not be spent by the end of this year. It has also been brought to the notice of this House and the Government that the present rule of taking over ryots' roads is not quite as much as would encourage the people. I am sorry that as yet the Government have not passed orders with regard to the draft rules that have been submitted by the late Chief Engineer. It is hoped that the Government would pass early orders in regard to this system of opening up roads in the rural parts of the State. Provision is made only for opening culverts and bridges in these roads by the Government. As the Government have done in a few instances, it is also necessary that they should help the people in the matter of cutting roads in very difficult portions which are very rocky and also in such places where land has to be acquired for the purpose of making the road. In a place where there are one hundred familes, ninety-eight of them may be willing to give up their land without compensation, but there may be one or two who, owing to their unwillingness, will not part with their land. Because there are one or two people unwilling to part with their land, it is not at all desirable that the whole scheme should be given up. In such circumstances, I would request the Government to be always ready to come forward with the necessary compensation. In these and other ways, a more liberal policy should be adopted by the Government so that, every year, wherever ryots' roads are opened by the people and the Government find that there is a genuine interest on the part of the people to open roads, the Government should encourage them by all means, so that it will be an example to the people in other parts of the State as well. With these words, I make the motion.

MR. K. K. THOMAS (*Kottayam*): As the time at my disposal is very short, I would like to add a few brief observations. The Ryots' Roads Rules which have been promulgated by the Government have been found to be very strict and severe so that there is a request from the people that these rules may be changed. I have seen the draft of the rules made by the late Chief Engineer. But there is no unanimity of opinion in regard to those rules. I have one suggestion to make. As it is, it is a matter of experience that in the eastern portion of the Kottayam taluk where land is rather cheap, the people are volunteering to cut roads and surrender lands. The western portions of the taluk where land is dear—it is about Rs. 50 per cent—the people show a sort of disinclination to surrender lands for road work. I refer to a road in Kottayam at Veloor. The cost of raising an embankment on this road is very high. It is about Rs. 25 per unit. In such cases, where the inhabitants show a real desire to open a road, the Government should help the people. At least half the cost may be given as grant. The culverts which are of four feet span may also be constructed by the Government. What I am saying is that, in the revision of the Ryots' Roads Rules, this idea of

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giving grants may be kept in view by the Government. If the Government would go half way to meet the needs of the people, it will be very useful to them.

In discussing about this department, I think no mention has been made with regard to the abolition of tolls. I do not wish to speak much about it as the time is very nearly up. With regard to the request which has been made last time unanimously, nothing seems to have been done by the Government. There is a unanimity of opinion with regard to tolls. At least the country carts that pass through these tollgates may be exempted and some redress given to the poor people in this way.

MR. A. K. PILLAI (*Karunagapalli*) : Sir, I wish to endorse all that has been said by my friend Mr. K. K. Thomas. The policy of Government should be, in regard to ryots' roads, to help those who help themselves. I have an instance in point. There is a road between Adur and Tumpamon. The people have been constructing the road with very great pains in a marshy soil. They want the help of the Government to proceed further with the work. But the Government are not willing to construct even one mile of the road. I mention this as an instance in which the Government could help those who really help themselves.

MR. A. VIPAN (*Chief Engineer*) : Sir, there had been a set-back in the matter of taking over for maintenance the roads cut by the people. This was solely due to the lands through which the roads pass not having been duly handed over. It was laid down by the Government that certain procedure should be gone through before the roads were taken over. And this caused delay. But now in the case of roads that were opened prior to this order of 1924, the Government have sanctioned them to be taken over. According to this order, 104 miles of roads have been taken over for maintenance from 1102 M. E. For want of allotment, 27 miles which are almost ready to be taken over have not been taken over this year, but will be taken over in 1103. If money cannot be provided for all these roads, provision will be made from the reserve with the Chief Engineer. Thirteen further roads for which applications have been made for being taken over for maintenance are under investigation to see if they satisfy the usual specification. It will be seen therefore that there will be no difficulty in taking over roads opened prior to 1924 provided they satisfy the other conditions of the sanctioned rules. With regard to communications in rural areas, the difficulty will be minimised with the formation of the Road Boards now under the consideration of the Government.

MR. C. P. THOMAS (*Nominated*) : In the light of the explanation given by the Chief Engineer and in the hope that the Ryots' Roads Rules will be so modified as to be satisfactory to the general public, I withdraw the motion.

The motion was, by leave of the House, withdrawn.

Motion 33.

The following motion was not moved :—

MR. K. K. THOMAS :

33. To reduce the allotment of Rs. 27,36,228 for Executive by Rs. 5.

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Motion 34.

PRESIDENT: Mr. Kumara Pillai, do you make the motion standing against your name?

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): I wish very much to move, but unfortunately there is no time.

PRESIDENT: There are about 3 minutes. If you can move your motion within that time, you may.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): I will try. I beg to move the following motion:

34. *To reduce the allotmet of Rs. 27,36,228 for Executive by Rs. 100.*

അടുത്തകാലത്തു് ഉണ്ടായിട്ടുള്ള വഷ്ത്താൽ പലേ കൃഷിസ്ഥലങ്ങളിലും അനേകം ഉടപ്പുകൾ ഉണ്ടാകയും കൃഷിക്കാക്കു വലുതായ നഷ്ടങ്ങൾ ഉണ്ടാകയും ചെയ്തിട്ടുണ്ടു്. അതിൽ കൃഷിക്കാക്കു സാധിക്കാവുന്ന ഉടപ്പുകളെല്ലാം അവർതന്നെ കെട്ടിക്കയും ചെയ്തിട്ടുണ്ടു്. അവക്കു കെട്ടാൻ സാധിക്കാത്തവയെ കെട്ടിത്തരണമെന്നു സബ്ഡിവിഷൻ ആഫീസക്കും ഡിവിഷൻ ആഫീസക്കും ഹർജികൾ കൊടുത്തിട്ടുണ്ടായിരുന്നു. എന്നാൽ അതിനെപ്പററി യാതൊരു അന്വേഷണവും നടത്തുകയൊ ഉടപ്പുകളെ കെട്ടിക്കൊടുക്കുകയൊ ചെയ്തിട്ടില്ലാ. അതിന്റെ ഫലം ഒരു മഴയിൽ ഉണ്ടാകുന്ന ഉടപ്പുകളെ കെട്ടിക്കാത്തപക്ഷം അടുത്ത വഷ്ത്തിൽ ആ ഏലായിൽ ക്രൂടതൽ മണൽ വീഴുമെന്നുള്ളതാണു്. ഒന്നു രണ്ടു വർഷത്തിനകം ഈ ഉടപ്പുകളെ കെട്ടിക്കൊടുത്തില്ലെങ്കിൽ ആ ഏലാ മുഴുവൻ മണൽ വിഴുന്നു നികന്നുപോകുന്നതാണു്. അങ്ങിനെയുള്ള ഉടപ്പുകളെ അപ്പോഴപ്പോൾ കെട്ടിക്കൊടുക്കാതിരുന്നാൽ അതിൽ കൃഷി ചെയ്യാൻ സാധിക്കുകയില്ലാ. കൃഷിത്തൊഴിലിനെ സംബന്ധിച്ചും കൃഷിക്കാരെപ്പററിയും അനുകമ്പ ഉള്ള ഡിവിഷൻ ആഫീസരെ കിട്ടുന്ന കാലത്തല്ലാതെ ഇങ്ങിനെയുള്ള വേലകൾ ചെയ്തു കിട്ടാൻ സാധിക്കുന്നതല്ലാ. ദിവാൻജി അവർകളൊ ചീഫ് എൻജിനീയരൊ തെക്കൻ തിരുവിതാംകൂറിൽ കുഴിത്തുറക്കടുത്തു് കുന്നത്തൂർ എന്ന സ്ഥലത്തു് വരുന്നതായാൽ ഈ പരിതാപകരമായ സ്ഥിതി കാണാവുന്നതാണു്. മോട്ടാർ ഈ സ്ഥലം വരെ വരുന്നതാണു്. അവിടെ വന്നാൽ ഈ ഉടപ്പുകൾ കെട്ടിക്കൊടുക്കാത്തതു് ആരുടെ വീഴ്ചയാണെന്നും അതു് ജനങ്ങളാൽ കെട്ടാൻ സാധിക്കുന്നതാണൊ എന്നും ഗവർണ്മെൻറിനും ചീഫ് എൻജിനീയക്കും ബോദ്ധ്യം വരുന്നതാണു്. ഒരു മാതിരി അനേകം ഉടപ്പുകൾ ഉണ്ടു.

ഈ ആണ്ടത്തെ ചാനൽ മെയിൻറിനൻസ് വേലകളെ കണ്ട്രാക്ടു് കൊടുത്തിരുന്നതിനെ ഭേദപ്പെടുത്തി മസ്റ്റർറോളിൽ വേല ചെയ്യിച്ചിട്ടു

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ള്ള മസ്റ്റർ റോംസുകളെ വരുത്തി ചീഫ് എൻജിനീയർ പരിശോധിക്കണം. അപ്പോഴാ പല കാര്യങ്ങളും അതിൽ നിന്നു മനസ്സിലാകും. കൃഷിക്കാരേയും കൃഷിത്തൊഴിലിനേയുംപ്പറ്റി ഡിപ്പാർട്ട്മെൻറു കുറെക്കൂടി അനുകമ്പ കാണിക്കണം. അല്ലെങ്കിൽ കൃഷിത്തൊഴിൽ താമസിയാതെ അപരിമിതമായി നശിച്ചുപോകുന്നതാണ്. എത്രയൊ ഏലാകൾ ഉടപ്പുകൾ വീണ് മണൽകൊണ്ടു നിറഞ്ഞിരിക്കുന്നു. കളങ്ങളുടെ അറകുറപ്പണികൾ അതാതു സമയത്തിനു ചെയ്യാതെ അവ നികൃഷ്ടമായ നിലയിൽ ഇരിക്കുന്നു. ചാനൽ മെയിൻറിനൻസ് സമയാസമയങ്ങളിൽ തൃപ്തികരമായി ചെയ്യുന്നതരണം. ഇതിലേക്കെല്ലാം നല്ലമനഃസ്ഥിതിയുള്ള ഉദ്യോഗസ്ഥന്മാരാണ് ഇറിഗേഷൻ ഡിപ്പാർട്ടമെൻറിൽ വേണ്ടതു്. ഈ അഭിപ്രായത്തോടുകൂടി ഈ സംഗതികളെ ഗവർമെൻറിന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവന്നുകൊള്ളുന്നു.

MR. A. VIPAN (*Chief Engineer*): Sir, the matter will receive my prompt attention. I understand that the member says that the tanks have been damaged by the floods.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): The Executive Engineer and the Subdivision Officer had not the kindness to come and see it in spite of the representations of the people. If that is allowed to lie over, the poor people will be put to very great loss. The authorities are not realising the real state of affairs there.

MR. A. VIPAN (*Chief Engineer*): I can promise that I shall make a speedy inspection.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): I thank the Chief Enginer. That is what we want.

MR. A. VIPAN (*Chief Engineer*): I shall send the member prior intimation of my tour.

MR. T. KUMARA PILLAI (*Kalkulam* cum *Vilavankod*): That is a great consolation to the agricultural people. I shall be very glad to meet the Chief Engineer whenever he wants.

The motion was, by leave of the House, withdrawn.

PRESIDENT: The time allotted to this Demand has expired and the remaining motions lapse.

Motions 35 to 46.

The following motions lapsed on account of the time-limit.

MR. K. K. THOMAS:

35. To reduce the total allotment of Rs. 27,68,405 for 29—Buildings, etc. by Rs. 5.

MR. K. P. NILAKANTA PILLAI:

36. To reduce the total allotment of Rs. 27,68,405 for 29—Buildings, etc. by Rs. 100.

MR. C. P. TARAKAN:

37. To reduce the total allotment of Rs. 27,68,405 for 29—Buildings, etc. by Rs. 100.

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MR. T. KUMARA PILLAI :

38. To reduce the allotment of Rs. 1,27,584 for original works by Rs. 100.

MR. KURANDIPALLIL R. RAMAN PILLAI :

39. To reduce the allotment of Rs. 2,18,100 for Protective Irrigation by Re. 1.

MR. K. K. THOMAS :

40. To reduce the allotment of Rs. 2,18,100 for Protective Irrigation by Rs. 5.

MR. C. P. KOCHUKUNJU PILLAI :

41. To reduce the allotment of Rs. 2,18,100 for Protective Irrigation by Rs. 10.

MR. A. J. JOHN :

42. To reduce the allotment of Rs. 2,18,100 for Protective Irrigation by Rs. 100.

MR. C. P. THOMAS :

43. To reduce the allotment of Rs. 2,18,100 for Protective Irrigation by Rs. 100.

MR. T. KUMARA PILLAI :

44. To reduce the allotment of Rs. 89,920 for Productive Irrigation--Capital Account and XXV – Productive Irrigation--Revenue Account--Working Expenses by Rs. 10.

MR. KURANDIPALLIL R. RAMAN PILLAI :

45. To reduce the total allotment of Rs. 30·54 lakhs under Demand I by Rs. 10.

MR. T. KUMARA PILLAI :

46. To reduce the total allotment of Rs. 30·54 lakhs under Demand I by Rs. 100.

The question that Rs. 30·54 lakhs under Demand I.—Public Works Department—be granted was put and carried.

The grant was made.

The Council adjourned at 5-19 P. M.

T. P. RAMASUBBA AIYAR,
Secretary to the Legislative Council.

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